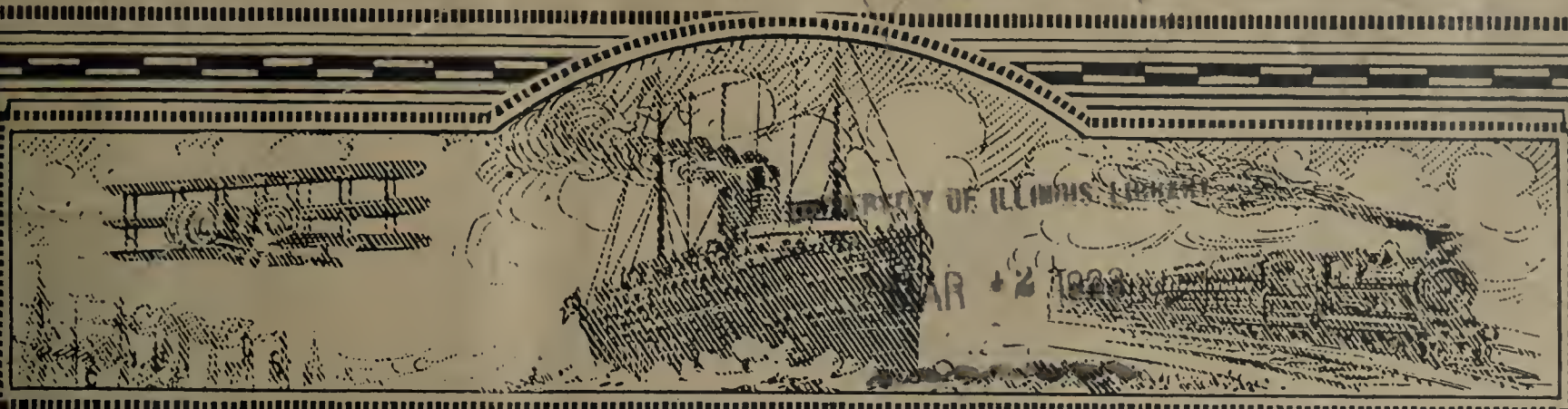
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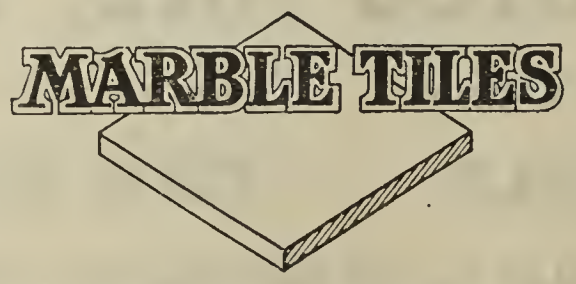
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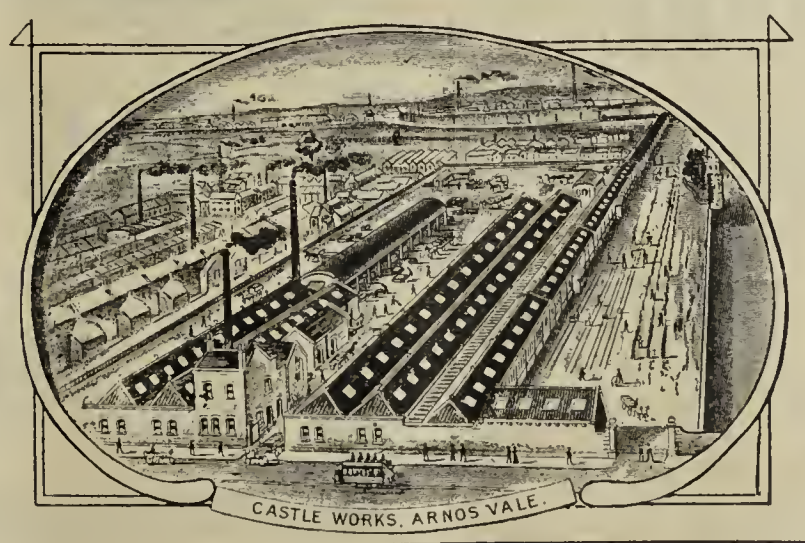
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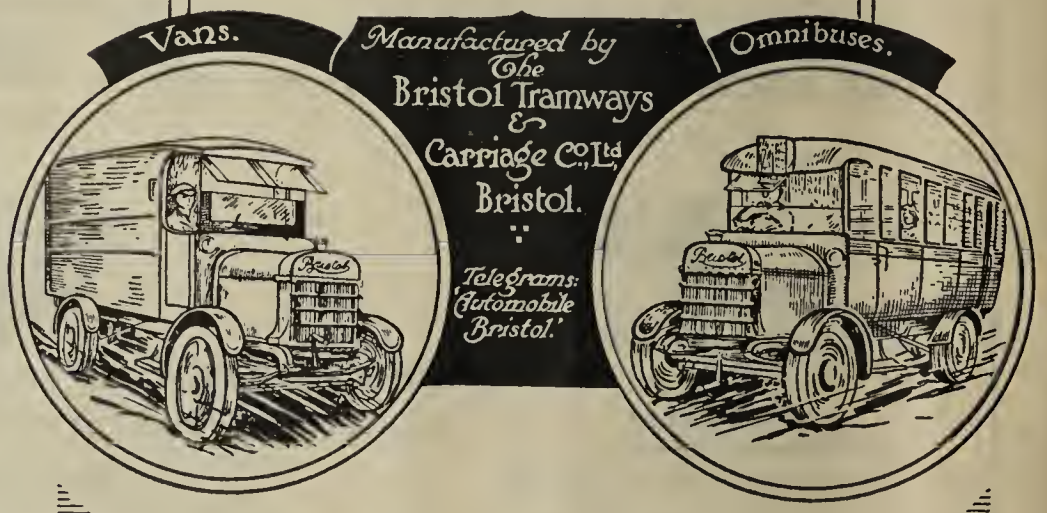
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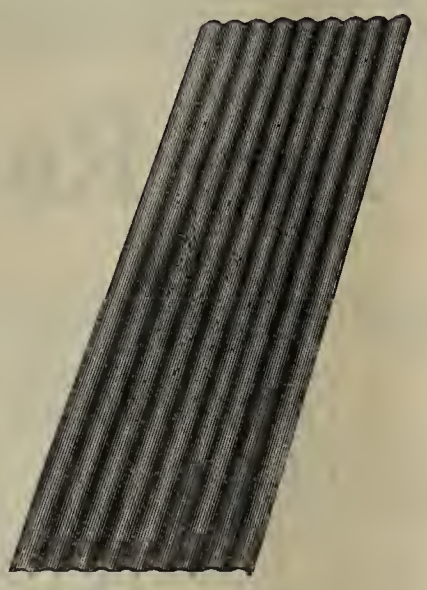
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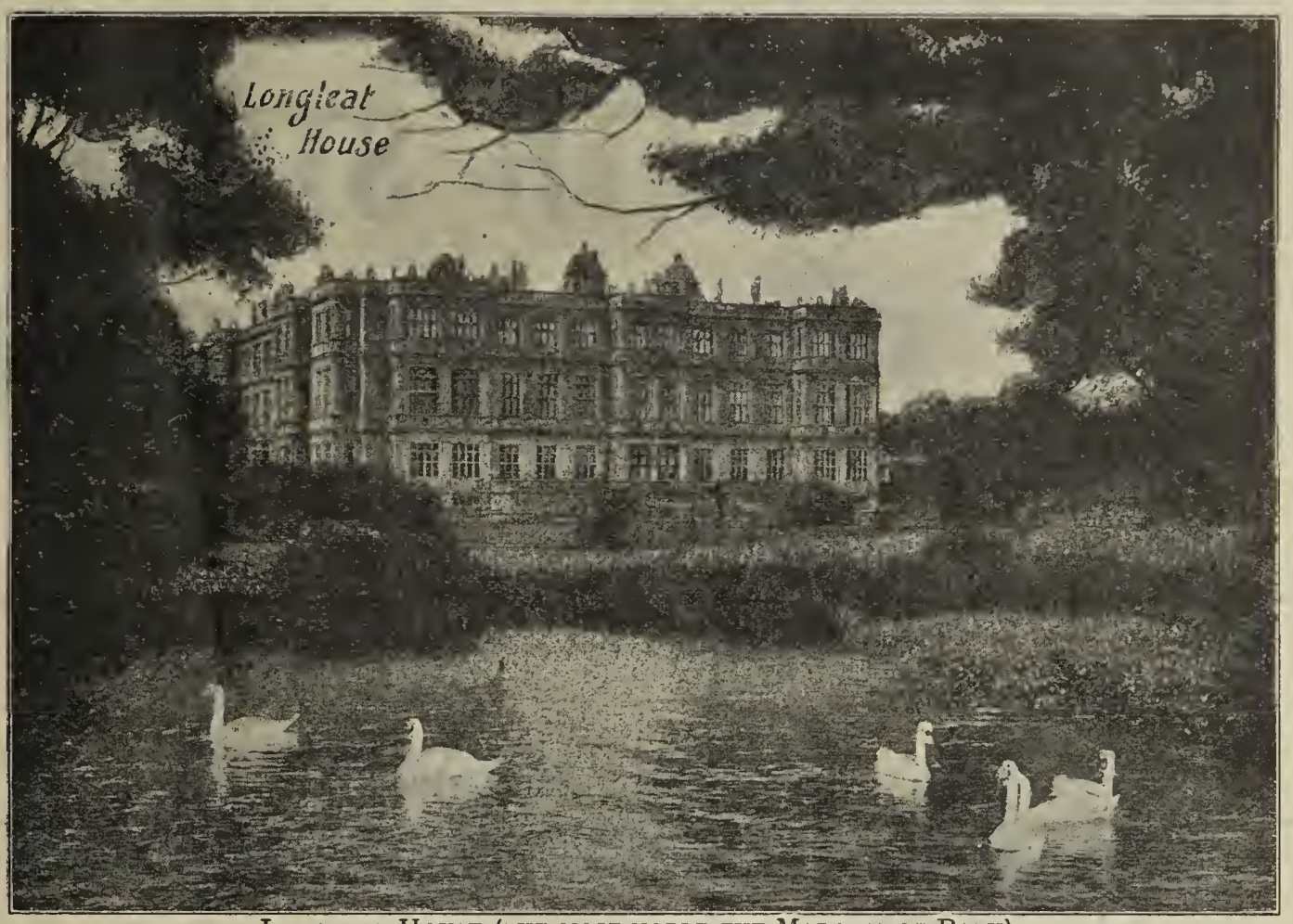
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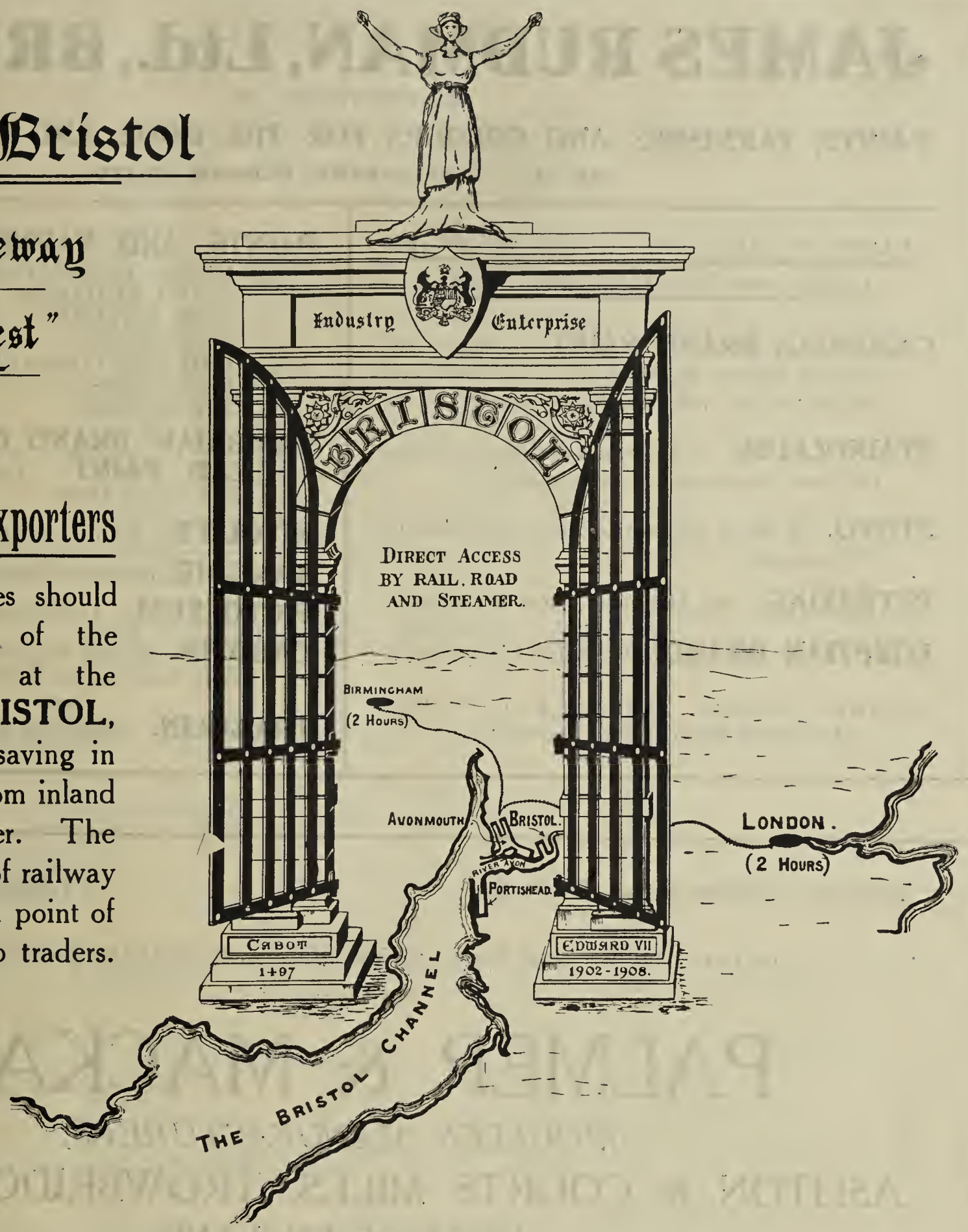
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VOL. I.—No. 9 MAY, 1922

MONTHLY JOURNAL

OF THE

BRISTOL AND WEST OF ENGLAND

CHAMBERS OF COMMERCE

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**BROADMEAD, BRISTOL**

**It is suggested that after this Journal has been perused, it should be circulated among your staff. The advertising pages as well as the literary matter should be of considerable interest.**

## Editorial Notices.

*The Bristol Incorporated Chamber of Commerce and Shipping accepts no responsibility for the opinions expressed in articles or letters appearing in this Journal.*

*Space is necessarily limited, but the Editors will be pleased to consider short articles or letters on subjects of general mercantile, trade, or industrial interest, and to insert them, if possible.*

*Inquiries for advertisement spaces should be addressed to the Bristol Incorporated Chamber of Commerce and Shipping, the Guildhall, Small Street, Bristol.*

## Chamber Notices.

*Offices:—Chamber of Commerce, Guildhall, Small Street, Bristol.*

*Office Hours:*—9.30 *a.m.* to 5 *p.m.* (*Saturdays*, 9.30 *a.m.* *to* 12.30 *p.m.*)

*Telephone:—Bristol* 368.

*Telegraphic Address:—"Chamber Commerce, Bristol."*

*Council Meetings are held on the third Wednesday in each month.*

*The Chamber is able to give or to obtain information respecting Railway Rates and Conditions, Tariffs, Customs Regulations, Openings for Trade, appointment of agents abroad, and other commercial matters.*

*Certificates of Origin, etc., may be obtained on application to the Secretary.*

———:o:———

## ASSOCIATION OF BRITISH CHAMBERS OF COMMERCE.

### ANNUAL MEETING, 1922.

The Annual Meeting was held at the Hotel Victoria, London, on April 4th and 5th. The Bristol representatives were the President and Vice-President, two past Presidents and the Secretary (Messrs. Fox, Thornton, Budgett, Todd and Hilliar).

The address of the President, Sir Arthur Shirley Benn, K.B.E., M.P., was of considerable interest, but it is not proposed in these notes to deal in detail with the business done. The resolutions on a great variety of subjects which were discussed throughout the course of the meeting will be found in another part of this Journal.

It is desired here to lay emphasis on the fact that these meetings of the Associated Chambers are looked upon by many of the leading commercial men of this country, as of the utmost importance to our commercial prosperity. When one sees the large number of representatives sent to these meetings from Chambers such as London, Birmingham, Sheffield, Manchester, Liverpool, Derby, Glasgow, etc., and the keen interest which they take in the discussions, one cannot help reflecting how strange it is that in a commercial city such as Bristol, the interest, not only in the local Chamber of Commerce work, but in the work of the Associated Chambers, should apparently be confined to a very few of us. Is it that the majority of the business men of this City prefer golf when they are away from their own business, or is it that they are under some strange delusion that the Bristol Chamber of Commerce in particular, and the Associated Chambers in general, are only a fad of a few fussy people who have nothing very important otherwise to devote themselves to?

The leading spirits at this Annual Conference, after the President, Sir Shirley Benn, were undoubtedly the immediate Past President, Sir Albert Hobson, and the man who will probably follow Sir Shirley Benn in the presidency, Mr. Arthur Balfour, of Sheffield. It was interesting to note how these two men were able to sway the opinion of us lesser men and to turn our opinion in some instances into diametrically opposite channels. On one or two occasions one could not but be reminded of the crowd in Julius Cæsar and the influence upon it of Brutus and then of Mark Antony.

Sir Shirley Benn was unanimously elected President for a second year, and he thoroughly deserved the honour.

The banquet was attended by His Royal Highness the Duke of York, Mr. Stanley Baldwin, the President of the Board of Trade, and by Lord Desborough and other notables, some of whom spoke well and pithily, while others spoke long and windily.

About 11 o'clock that evening five men might have been seen strolling down the Thames Embankment, and they eventually found their way into the House of Commons, where they discovered what seemed to be a noisy crowd of schoolboys yelling at the top of their voices, while a quiet little gentleman in a big wig and with a sweet voice told this yelling crowd, who were shouting "No," that he thought the "Ayes have it."

The division had been on an amendment to a proposal for increasing Old Age Pensions, and this amendment had been carried. Earlier in the day we had decided that drastic economy was essential if the country were to be saved from bankruptcy, and it was a relief to hear that the Ayes had it.

Our representative on the Executive Council, Mr. J. H. Budgett, and our representative on the Transport Committee, Mr. Ross-Johnson, deserve the hearty thanks of all Bristol traders, whether members of the Chamber of Commerce or not, for the work which they put in on their behalf, and which is so little recognised. How many business names are there in the Bristol Telephone Directory, and out of these we have somewhere about 400 members of the Chamber of Commerce. It is really a pitiful state of things when one comes to think of it.

G. E. F.

———:o:———

## THE CONFERENCE AT GENOA.

The Prime Minister's invitation to Sir. Arthur Shirley Benn, K.B.E., M.P., President of the Association of British Chambers of Commerce, to attend the International Conference at Genoa gave general satisfaction to the Chambers of Commerce.

# ASSOCIATION OF BRITISH CHAMBERS OF COMMERCE.

## RESOLUTIONS.

The following resolutions were adopted at the Annual Meeting of the Association of British Chambers of Commerce, held in London, on Tuesday and Wednesday, April 4th and 5th, 1922 :—

*Loyal Message to His Majesty the King.*

"Delegates from Chambers of Commerce in the United Kingdom and from British Chambers of Commerce established abroad, assembled at the Sixty-Second Annual Meeting of the Association of British Chambers of Commerce, desire to offer to Your Majesty an expression of their loyalty and affection for Your Majesty's throne and person.

They rejoice that they are to be honoured by the presence of H.R.H. The Duke of York at their Annual Dinner to-night.

Although the hopes expressed at our last Annual Meeting of a revival of industry and commerce have not yet been realised, the delegates of the Chambers of Commerce assure Your Majesty that the best energy and perseverance of the people is being continuously devoted to that end."

The following telegram was subsequently received from His Majesty the King in reply :—

"I heartily thank the delegates of the Association of British Chambers of Commerce assembled at their sixty-second Annual Meeting for their kind and loyal message, and I am gratified that my son is to be entertained at their Annual Dinner to-night. I rejoice to learn from the delegates of their hopes for a revival of industry and commerce. I earnestly look forward to this happy prospect in the future, for I am strong in my faith that the patience and energy of the people, combined with a spirit of confidence and good understanding among all classes, will overcome the distressing conditions which have prevailed during the past years.—GEORGE R.I."

*National Economy.*

"(*a*) That this Association of British Chambers of Commerce views with alarm the present heavy burden on industry due to Imperial and Local Taxation, and is of opinion that there can be no revival in trade until substantial relief is afforded.

(*b*) That this Association expresses its sense of the debt of gratitude which the nation owes to the Committee on National Expenditure, under the Chairmanship of Sir Eric Geddes, for their able and comprehensive Reports.

That this Association welcomes the recommendations contained in the three Reports of the Committee on National Expenditure, and considers that their adoption in the main without delay is absolutely essential to the restoration of the national finances on such a basis as will render possible the development of trade and industry: this Association is further of opinion that Parliament should set up a responsible body to revise and check public expenditure in the future, in view of the fact that large sums are voted upon by Parliament without adequate discussion. In the view of the Association, there must be drastic reductions all round, and they must be progressive.

(*c*) This Association further urges the absolute necessity of a very substantial reduction in Income Tax, the abolition of the Corporation Profits Tax, and the strictest possible limitation of Municipal and other Local Expenditure.

That it be an instruction to the Executive Council to take whatever steps be necessary to create a public opinion in support of the resolution."

*Excess Profits Duty and Change of Ownership.*

"That in the opinion of the Association of British Chambers of Commerce, the decision of the Court in the Gittus Case should be set aside in the next Finance Bill and provision be made, so that in every case of a deficiency arising the legal successor to a business (whether a person, firm or company) should not be debarred from a refund or set off by reason of any change of ownership or variation of interest."

*Postal Service and Rates.*

"That this Association welcomes the statement of the Postmaster-General that the Sunday collection of letters shall be restored, and that certain reduction in postage shall be made, but urges that the whole of the estimated commercial surplus for the coming year shall be devoted at once to reductions which are imperatively needed for the restoration of trade, and calls upon all Members of Parliament to give the fullest possible support to the Postmaster-General in such action as he may initiate with the above object."

*Parcel Post Service.*

"That experience having shown the increasing usefulness of the C.O.D. (Cash on Delivery) system in connection with the Parcel Post Service to certain Colonies and foreign countries, the Postmaster-General be urged to make arrangements for its extension to all our Colonies and to every foreign country possible."

*Telephone Account.*

"That if the present method of recording calls is essential this Association desires to strongly impress upon the Postmaster-General that greater accuracy be observed."

*Parcels Carriage Forward by Passenger Train.*

"In the opinion of this Association a reversion by the Railway Companies to the pre-war practice of conveying parcels carriage forward by passenger train would materially convenience traders and encourage small goods traffic."

*Railway Rates.*

"This Association of British Chambers of Commerce in General Meeting assembled urges strongly that an all-round reduction in Railway rates and Dock charges is absolutely essential to the development of industry and the lessening of unemployment, and therefore claims that substantial reductions should be effected without delay."

*Transportation.*

"That having regard to the admitted necessity for cheap and expeditious means for the transport of merchandise by road, railway and water carriage, it be an instruction to the Executive Council to urge upon the Board of Trade and Members of Parliament generally that if powers are conferred upon the Railway Companies by fresh legislation, such powers should be so safeguarded as to allow of economic development of all alternative and competitive forms of transportation."

*Receipt Stamps and Stamps on Cheques.*

"That this Association desires to call attention to the high charges still being imposed on the commercial community in the form of the 2d. stamp on receipts and 2d. stamp on cheques, and strongly urges the Government to at once reduce this imposition in keeping with the fall in values and economic requirements."

*Embargo on Importation of Canadian Cattle.*

"That this Association urges His Majesty's Government to remove the embargo on the importation of Canadian cattle into this country."

*Trade Union Ballot Bill.*

"This Association recognising that the secrecy of the Ballot safeguards liberty of thought and action, and is a means of obtaining an expression of opinion on a wide democratic basis, respectfully urges the Government to introduce legislation to ensure that whenever the Ballot or Referendum is used by either employers or employees the voting shall be conducted under the same system of secrecy as that employed at Parliamentary and Municipal elections."

*Parliamentary Candidates and Commercial Problems.*

"That this Association considers it of the greatest importance in the vital interests of the country, that all Chambers of Commerce should make every possible effort at the next General Election to impress upon candidates the supreme and primary necessity of concentrating promptly upon the urgent commercial problems which gravely threaten our very existence as a great manufacturing and export nation."

*Unemployment Insurance by Industries.*

"This Association is of the opinion that Unemployment Insurance could be effected more economically and beneficially if placed on an industrial basis, and under the control of employers and employed, than under the existing Scheme. The Association therefore urges His Majesty's Government to set up the Select Committee proposed by the Minister of Labour to enquire into the matter at an early date."

*National Health Insurance.*

"That this Association desires to call attention to the serious burden which rests unnecessarily on the shoulders of industry by the operation of the National Insurance Act, and to the inequity of its incidence in certain cases.

It further calls upon His Majesty's Government to curtail the expense of this Department by encouraging insurance through channels free from bureaucratic control."

*Bankrupts and Gambling.*

"That the Association of British Chambers of Commerce strongly protests against the view expressed by the Recorder of the Central Criminal Court on the 14th December, 1921, in the case of Patrick Rogers, that ignorance of the law making gambling transactions by a debtor within two years of his bankruptcy a misdemeanour in certain events and punishable accordingly entitles a debtor to lenient treatment and merely binding over the offender to come up for judgment if called upon, and further urges that the widest possible publicity should be given to the fact that under the Bankruptcy Act of 1914 a Bankrupt may be prosecuted, and is liable to two years' imprisonment with hard labour for having materially contributed to or increased the extent of his insolvency by gambling."

*British Nationality and Status of Aliens* (1914) *Act.*

"That this Association respectfully urges upon His Majesty's Government and upon the Governments of the British Dominions and India the desirability of agreement being arrived at with a view to facilitating the early amendment of the British Nationality and Status of Aliens (1914) Act so as to provide for the acquisition of British Nationality by persons of British descent of the second and subsequent generations born abroad subject to the conditions of registration at birth and renewal of registration as a British subject at majority, such amendment being in accordance with the terms of the Resolution adopted at a Conference of Overseas Representatives held under the Chairmanship of the Rt. Hon. Winston Churchill, M.P., at the Colonial Office, on the 18th July, 1921, when it was decided to recommend such proposals to the favourable consideration of the several Governments concerned."

*Foreign Tariffs.*

"That the Association of British Chambers of Commerce views with alarm the number of countries who are increasing their tariffs, and so raising an insurmountable wall to British trade, for it is only through our exports that we can pay for the necessary commodities of life.

They appreciate the recent action of the Board of Trade in consulting commercial organisations with reference to Foreign Tariffs, and earnestly hope they will continue and further develop this policy of acting with the trading community in matters affecting trade.

They strongly urge upon His Majesty's Government the vital necessity of negotiating for a more reasonable treatment of our exports by importing countries."

*Immunity of Public Ships.*

"That this Association of British Chambers of Commerce views with apprehension the extension of the doctrine of the immunity of Sovereign States in respect of maritime property, whether cargoes or vessels, to such property when employed for ordinary commercial purposes, and would seek to give expression to the desire now widely felt for international discussion of this subject with a view to obtaining agreement for the alteration of the law under which such immunity is claimed.

That with this object the Association heartily supports the proposal of the Comité Maritime International to discuss this matter at their next Conference."

*Outward Trans-Atlantic Freights.*

"In the opinion of this Association the high level of the Outward Trans-Atlantic Freights controlled by British Shipping Companies is seriously prejudicial to British trade. Having regard to the lower charges of Continental carriers on similar routes, and to the extent of reductions already made in Australian and other freights, the Association is of opinion that the rates of the Atlantic West-bound Freights Conference are excessive and unwarranted."

*British Empire Patents.*

"That this Association welcomes the proposal approved by the Imperial Conference held in London in 1921, for a Conference of representatives of the Patent Offices of His Majesty's Dominions to consider the practicability of instituting a system of granting patents which should be available throughout the British Empire, without the necessity of making separate application for their grant in the United Kingdom and in each Dominion, and urges His Majesty's Government to facilitate the convention of such a Conference by all possible means."

*Rhine Navigation.*

"That this meeting, having been acquainted with the French project which provides for the construction of a power station at Kembe, on the Upper Rhine, which station is to be fitted with locks and harbours, a lateral canal on French territory being offered as a substitute for the free

navigation on the Upper Rhine between Strasbourg and Basle, considers that the execution of this project will interfere with the free navigation of the Rhine, and has found :

1. That the technical objections of the Swiss Government to any project which may prevent or hinder free navigation on the Rhine between Strasbourg and Basle be given the strongest support of His Majesty's Government through its delegates on the International Rhine Commission.

2. That even if the French project were accepted, the demand for a regulated and free navigable Rhine between Basle and Strasbourg must remain imperative.

3. That in the opinion of this meeting it would in practice be extremely difficult to ensure the carrying out of the guarantees given not to levy any taxes on ships or goods passing locks and /or harbours situated on the territory of any riparian state.

4. That it would appear to be equally difficult to safeguard the traffic passing through the canal or /and locks or /and harbours situated within the territory of any riparian state against taxes, dues, statistical fees, custom house formalities, delays, and restrictions, and especially against legislative measures affecting importation and transit traffic.

5. That immediate representations be made to the British Government urging the necessity of the appointment at once of a second British representative on the Rhine Commission, to which Great Britain is entitled, having regard to the meeting of the Rhine Commission on the 25th April, and that the British delegation be accompanied by qualified experts."

*Passport Visas.*

" That the attention of His Majesty's Government be drawn to the necessity of abolishing visas on passports of Swiss citizens visiting the United Kingdom."

*Ottoman Lighthouses.*

" That when in accordance with the spirit of the provision of the Treaty of Sevres, which Treaty has still, however, to be ratified, the time comes for His Majesty's Government to consider the adaptations to meet new economic conditions of concessions granted by the Turkish Government to Allied Nationals before October 29th, 1914, all questions arising out of the concession for Ottoman Lighthouses granted to two private persons over fifty years ago for twenty years, and since renewed for periods of twenty-five years each to the Concessionary Company, be carefully weighed.

That before recognition of the last renewal of the concession for twenty-five years from September, 1924, obtained from an unstable Government in 1913, in return for an advance of £T500,000, the reserves stipulated by His Majesty's Government in 1895 for a revision of the tariff of dues five years before the expiry of the concession in 1924, which stipulations were confirmed by a Note of the Ottoman Ambassador in London, dated October 8th, 1896, be insisted upon.

That in view of the great changes in the construction of modern steamers, and the large profits made by the Concessionary Company, the complete revision of the tariff of dues on the basis of a reasonable interest and sinking fund on the capital cost of maintaining the lights in the reduced territory covered by the concession is necessary.

That His Majesty's Government be urged to consult and obtain the views of British Shipping and Shipowners' Associations and other interested parties before making any definite arrangements with the Concessionary Company."

*Support for British Chambers of Commerce abroad.*

" Whereas British Chambers of Commerce abroad should be enabled and encouraged to foster British Trade in general, thus rendering invaluable service, both directly and indirectly, to the general body of British merchants and others engaged in foreign trade,

And whereas the encouragement extended to such British Chambers of Commerce abroad is altogether inadequate and out of proportion to the many British manufacturers and merchants vitally interested in foreign fields, inasmuch as only a small number do thus contribute to their support,

And whereas many firms at home do not think of approaching such Chambers abroad until confronted by the need of advice or assistance in the adjustment of some difficulty, and only a few seem to realise that it is solely by regular support that such Chambers are able to function properly,

This Association fully recognises the imperative necessity of urging the Home Chambers to devise some more effective method than that employed hitherto to make their individual members realise not only the benefits derived from, but also the need of such participation.

*Reservation of Crown Lands in British Possessions.*

" That this Association of British Chambers of Commerce is of opinion that in the development of British Possessions and Crown Colonies it is desirable that provision should be made for the reservation of Crown Lands in return for any expenditure from the National Exchequer for administration or for the development of such Possessions and Crown Colonies, with a view to reimbursing in the future such outlays and providing that a share of any possible future increment from such expense for development shall accrue for the benefit of taxpayers in this country, and requests the Executive Council to ask the Secretary of State for the Colonies to receive a Deputation on the subject."

*Telephone Service.*

" That this Association welcomes in the main the conclusions and recommendations of the Select Committee on the Telephone Service, and especially those which relate to the re-organisation of its administration on more commercial lines, and the establishment of a reasonable basis of co-operation between the Post Office and the public, with the object of ensuring economy in working, and the maximum advantages of the Telephone System throughout the country.

The Association strongly urges the adoption of the recommendation that provisionally (whilst charges are being re-adjusted) a reduction of 10 per cent. be made on accounts rendered to subscribers for services given after 31st March of this year, but at the same time considers that the reduction should be increased to at least 20 per cent. It appreciates the arguments adduced with limitations in favour of the principle of a message rate, but considers that, with the object of assisting business, the introduction of an inclusive rate might be admitted in some conditions, and that some discrimination in charge might be made between business and professional premises and private residences.

With the information at its disposal the Association is not in a position to approve the suggestion for division of the country into competitive areas, but welcomes greater co-operation between the Department and the public, as it emphatically confirms the view that Departments are created for the use of the public.

The Association regrets that the restoration of the service to private enterprise was not within the terms of reference to the Committee, and more especially as the findings of the Committee show that advantages therefrom are claimed by all the United States Authorities, where the number of telephones in service is in the ratio of 1 to 8 of the population, as compared with 1 to 47 in this country. The Association

does not go the length of advocating that for us a universal service return should be made to private enterprise for profit, but recommends that the service should be placed under the management of some public body (for which precedent is provided by the case of the Port of London Authority), which would remove the objections raised by the Report of December, 1920, of the previous Select Committee to management by a Department of the State."

*Taxation of Co-operative Societies and Telephone Contract.*

"That this Association, having been informed that the contract for the building of the new Telephone Exchange in Sheffield has been let by the Postmaster-General to the Co-operative Wholesale Society, Limited, calls the attention of His Majesty's Government to the fact that this Society does not pay Income Tax, and that such Co-operative Society enjoys an undue advantage in competing with contractors who pay full taxation."

The following resolution was also brought forward at the close of the meeting by the Huddersfield Chamber, and was referred to the Executive Council :—

*Proposed Embargo on British Goods by Czecho-Slovakia.*

"That this Association protests against the projected embargo on the importation of British goods into Czecho-Slovakia, and most strongly urges that no loan be allowed to be raised in Great Britain by that country unless such embargo is withdrawn."

———:o:———

## MONTHLY MEETING.

The President (Mr. Gerard E. Fox) presided over the Monthly Meeting of the Council of the Bristol Chamber of Commerce, held on Wednesday, April 26th, 1922, when he was supported by Messrs. C. E. Barry, J. Herbert Budgett, R. Cuthbert Hobbs (Printing and Allied Trades' Section), C. Hartly Hodder (Steamship Owners' Section), D. Ross-Johnson, H. Wynne Jones, G. Palliser Martin, A. Cecil Powell, Clare Smith, Egbert Spear, Fred W. Spear, George F. Stone, E. T. Thornton, R. Hilton Todd, Ald. H. W. Twiggs, Messrs. F. O. Wills, Norman Wills and W. J. Hilliar, Secretary.

### Railway Matters.

The report and recommendations of the Railways and Canals Committee of the Chamber relating to Exceptional Rates "Appointed Day," December, 1923; Railways and Road Transport; Dock Dues and Wharf Charges; and the incidence of charges for "Smalls," were unanimously approved and adopted.

Attention was directed to the new terms and conditions of carriage of goods which were being pressed forward by the railway companies for acceptance. It was felt that these required careful examination by traders. The Council accordingly decided to ask members individually to study these conditions from their own particular points of view, and to bring to the notice of the Chamber any inequities they might discover, so that action might be taken to protect the interests of users of the railways.

### Bye-Laws.

Mr. Chas. E. Barry, Chairman of the Rules Special Committee, proposed, and it was resolved unanimously :—

"That in pursuance of Article 23 of the Articles of Association of the Chamber, this Council do hereby sanction the new Bye-laws, and that the same shall take the place of the Bye-laws now in existence, and shall take effect from the date of this meeting."

### Avonmouth and Shirehampton Telephone Exchanges.

The President reported further correspondence with the Rt. Hon. F. G. Kellaway, M.P., H.M. Postmaster-General, on this subject, in which the Chamber continued to urge for an interview in order that the business community of Bristol might have an opportunity of personally expressing their opinion and frankly discussing the onerous charges for telephonic communication with Avonmouth and Shirehampton.

Sir William Howell Davies, M.P., had strongly supported the request of the Chamber, and a letter had been received from him that day, which indicated that he was hopeful that it would be granted.

### Railway Companies and Signatures for Traffic at the Docks.

Mr. D. Ross-Johnson reported that agreement in respect of this matter had been reached by the authorities concerned, and it was anticipated that the arrangement would come into operation at an early date.

### Taxation.

The President referred to the representative Deputation of Bristol business men who attended at the House of Commons on April 5th to discuss with the five Members of Parliament for the City the vital question of taxation.

Sir William Howell Davies, M.P., the senior Member for the City, presided, and he subsequently transmitted to H.M. Chancellor of the Exchequer the case that had been put forward by the deputation.

### Rating of Machinery.

It was stated that the five Members of Parliament for the City had been asked by the Chamber to support the second reading of the Rating of Machinery Bill, which was introduced in Parliament in February last to amend the law relating to the Rating of hereditaments containing machinery.

The Chamber has, for years past, consistently contended that amendment of the law in this respect is urgently needed in the interests of trade and commerce.

### Imperial Institute.

The Council re-affirmed their opposition to the proposed transfer of the War Museum from the Crystal Palace to the Imperial Institute, if such a course was likely in any way to interfere with the useful work for which the Imperial Institute was founded.

———:o:———

## BRISTOL DOCK DUES ONE HUNDRED YEARS AGO.

———

We publish below a further instalment of Cosmo's letters, through the influence of which this Chamber of Commerce was formed.

### LETTER IV.

(PUBLISHED NOVEMBER 2ND, 1822).

### TO THE EDITOR.

SIR,

The very valuable documents with which I have this week been favoured, in consequence of your note appended to my last address, requiring more time and attention to arrange and digest, than I have at present been enabled to bestow upon them, must be my apology for not entering in this letter upon

the subject of the MAYOR'S DUES.† Should, you, however, find a spare corner in your columns, you would, I think, be doing very essential service to the cause in which I am embarked, by the insertion of the following extracts from a recent Dublin Newspaper ; as they will not only show the success, which another large trading city has met with in its attempt to emancipate itself from the trammels of custom and prejudice, but they must, I should think, encourage my fellow citizens without loss of time to devise measures for the removal of those obstacles, which are every day impeding the trade of the Port of Bristol. In a future letter also it is probable I shall have occasion to refer to these extracts ; in the mean time I shall leave the application of their contents to the good sense and discernment of your readers.

COSMO.

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*" Dublin, Monday, Oct.* 21.

" GUILD OF MERCHANTS.—CHAMBER OF COMMERCE.—It will appear odd to our fellow-subjects on the other side of the Irish Channel, but so it is, however, that the MERCHANTS OF DUBLIN have withdrawn altogether from the GUILD OF MERCHANTS ; or more accurately speaking, perhaps, that none of the mercantile business of this city is transacted in a Corporation purporting to represent the Mercantile Interest.

" The truth is, *the Guild has ceased to be* a COMMERCIAL BODY. Whatever it might have been at first, it is no more than a body Politic ; or rather one of the fountains which supply the reservoir of the Corporation with fitting and proper members. *There are few Merchants among them,* and even those who are free of the Guild very seldom interfere in the management of its concerns. Its native members are Aldermen, Sheriffs, Peers, Common Council Men, Police Magistrates, Members of other Guilds, men of all sizes and sorts, Corporation Placemen, Coal Measurers, &c., &c. *The consequence has been that this Guild, like others, has long since lost* its ORIGINAL CHARACTER.

" From the disposition manifested by this Guild to make every thing a personal job for some of the most needy of its members, or to turn every object into corporate or political purposes, it became necessary for the Merchants of Dublin, some years ago, to transact their business apart from these persons, *and more recently there has been formed a* CHAMBER OF COMMERCE with these special views. We need not say that the latter body, as it *really represents,* and is *composed of the* MERCANTILE INTEREST of the city, *possesses the entire confidence of its constituents,* and the public. Their conduct is well known. *By their activity, and intelligence of their Council,* they have been nabled to *remove several restrictions on trade :* and have really obtained several substantial advantages for the Mercantile Body. They are not only in constant correspondence with similarly constituted establishments in Ireland, Scotland, and England, but with the Revenue and Treasury Boards, and with the Government of the country. *In short, the Constituted Authorities communicate with no other Body upon Commercial Affairs.* Of the Guild of Merchants they have no judicial knowledge.

" *One benefit, recently obtained by a judicious negociation on the part of the Chamber of Commerce, was an allowance of* £10,000, *on account of Cranage Fees, levied, it should appear, incorrectly, on the Merchants of Dublin.* Government, much to its credit, listened to the claim of the Chamber of Commerce, and ordered the repayment of £10,000, in liquidation of the demands of the Merchants. The latter agreed to allow this sum to stand in the name of the Chamber, to the Commercial Account of the City. Yet, will it be believed, the Guild of Merchants, who are no more the Merchants of Dublin than they are the people of Ireland, have the modesty to put in a claim to this fund to Government ! These persons really passed a vote, at their last Hall, for this sum of money, assuming to be the Merchants of the City. The claim is impudent, and the conduct foolish. Laughter would be one of our first feelings on this enunciation of superlative—— ; but disgust has superseded that sentiment. The £10,000 would be, doubtless, a good thumping sum to divide between the Managers of that Worshipful Corporation—but alas ! it cannot be. They must content themselves at present, with what they can make of the coals. How long they will be suffered to indulge in this pleasing occupation, the next Session of Parliament may probably inform us."

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*Extract from the Journal of the following week :—*
*Dublin, Oct. 28th.*

" On Monday last we mentioned that the Guild of Merchants had applied to Government for the claim which was successfully made by the Chamber of Commerce on account of Cranage Fees. We proved successfully, that the Guild of Merchants, *not being by their title what they professed to be,* were not entitled to the same. They had the modesty, however, to make the application. It was treated as such kind of applications should be treated. It was rejected forthwith ; and the Chamber of Commerce was informed, that for the payment the Lords of the Treasury had issued the necessary orders to the Commissioners of Customs *for refunding* the money, which is to be placed to the account of the Merchants of the City of Dublin—*the Chamber of Commerce being recognised as their representatives.*"

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## LETTER V.

### TO JAMES GEORGE, ESQ.

*The Right Worshipful the Mayor of the City of Bristol.*

There is, Sir, in this City and Port a duty collected, the name of which so intimately connects itself with the office which you now hold, that to pass it by unnoticed in this humble attempt to point out the impediments to the trade of Bristol, would have been impossible. THE MAYOR'S DUES stare me in the face in every column of my ledger. The rate is this, independent of OTHER TOWN DUES—mark the words, OTHER TOWN DUES ; viz. FORTY SHILLINGS *on each voyage* for every vessel that enters our Port above 60 tons burthen, with 5s. to the Quay Warden ; and 2s. 6d. for every vessel under that burthen.

Now, Sir, I would humbly beg leave to ask you two questions. First, Under what authority these dues are collected ? Secondly, For what purposes are they applied ?

In reply to the first question, I anticipate the answer—that your Corporation exacts them under a *Prescriptive Right.* That prescriptive right has, I am informed, once been unsuccessfully, though keenly contested by the Citizens of Bristol. But allow me to add, Sir, that this was at a period, when trade and commerce were not so well understood or so extensively carried on as in the present day ; when even the Government of our country was under the *Vassalage of Corporate Rights ;* when the principles of political economy were as little understood in theory as in practice. It was, Sir, at a period when

† On October 26th, 1822, below the third letter, addressed to the Mayor, this note appears :—

☞ *COSMO* has requested the Editor to say, that he will be obliged by any hint or communication from any friend upon the object he is canvassing ; and if conveyed through the Letter Box of FELIX FARLEY, it will meet his eye."

our Corporate Bodies upheld their rights principally upon *prescriptive usage*. But, Sir, the merchants of our day are more enlightened than their ancestors ; and the events of the last thirty years have opened a new era in the commercial world. I am not, Sir, a root and branch reformer ; I am writing with the words and doctrines before me of a select Committee of the House of Commons, who at the close of the last Sessions made their " Report upon the foreign Trade of the Country." The principles, the examinations, the reasonings, the results, and the recommendations of this Committee are well worthy the attention of all Corporate Bodies in thekingdom, which levy duties upon or interfere with the trade of the country. The leading subject of inquiry in this report was an examination into the application of the funds levied upon trade, both domestic and foreign, by the Corporation of the Trinity-house. A Corporation, Sir, not so ancient, I will allow, as the Corporation of Bristol, but one established by Royal Charters like your own ; and whose revenues amount to nearly £140,000 per annum, having the appointment of officers to very lucrative situations, and extensive patronage of various descriptions. A rigid enquiry into the application of their revenue, has however, taken place. And I cannot refrain from the selection of a few remarks of this Select Committee of the Commons upon the application of a large amount of the Trinity-House Funds, because they fully bear me out in the assertion, that an enquiry into public abuses and impediments to trade is not the intermeddling spirit of a few officious individuals, but the necessary duty of the Statesmen of the present day, for the maintenance of that great commercial enterprize in which this country is engaged in every quarter of the globe. In order to the understanding of some of the following sentences, I should perhaps, first premise, that the Charters granted to the Trinity-house, *specify the rates* to be collected, and the *application of them*. Differing in this respect most materially from the Charters of Bristol, which were principally granted for the allowance of certain privileges and immunities to this favoured city and port. For it is, as I shall hereafter have occasion to notice, by your *bye laws* alone, that you can claim the right of enacting rates and levying taxes.

As I have not room, Sir, in this letter, to comment upon the different quotations I am about to make, I shall merely venture to assert generally, that several of our Town Dues are not now applied to the purposes for which they were originally intended, that they exceed also those purposes for which they were to be collected, and that they are therefore prejudicial in the extreme to the trading interests of the port. With these preliminary remarks, I think yourself and my fellow citizens will find no difficulty in the understanding and proper application of the quotations which follow :—

" Your Committee do not question the discretion with which the power of the Crown has been exercised ; but they feel it their duty to call the observation of the House to the *specified purpose* for which *alone* the right of receiving duties from British or Foreign shipping is conceded ; namely to compensate for the erection and maintenance of the Lights in question. That the *amount of such duties should be measured by the necessary expenditure for that purpose*, will not be disputed ; and appears to your Committee to be confirmed by the circumstance of no surplus (except in a single instance) being contemplated, and no application of it being directed. If, therefore, *these dues impose upon the shipping of the country a burthen much greater than by the specific purpose for which they were authorised*, is rendered in any degree necessary, your Committee conceive it to be *contrary to the intention* with which such impost was laid, and *affording a fair claim to relief* on the part of commercial interests that are affected by it."—Again,

" Whether originally, the dues were not more than might be necessary, and have since, from circumstances become so, or whether they were calculated with a view to a surplus, they appear now to be greatly beyond the ostensible purpose for which they were granted, or which any contingencies connected with the maintenance of the Lights, and the advantage of navigation, can render necessary : this is shewn by the accumulation of a fund from the surplus collection, and the rents of estates, amounting to a sum, the income arising from which is stated at £10,000 per annum."—Also,

" The question is less as to the application than to the principle on which the surplus referred to is collected, and whether for the purposes of such a distribution, meritorious as it may be, a large sum ought to continue so to be directly levied on the shipping, either of this country or of foreigners, oppressive as it not only is to our shipping directly, but productive of restrictions and imposts upon it in foreign ports, highly injurious to our commercial interests, and avowedly dependent on the continuance of this, together with other distinctions unfavourable to foreign navigation."—And

" Your Committee is not aware of a sufficient reason to warrant the charges made on shipping of any description, not being strictly *confined* to the *amount allowed by Charter* and *Acts of Parliament ;* and is of opinion, that the commission upon the receipt of the Trinity dues might be saved, as they can be *collected with other dues* at the Trinity House. The sum annually collected from foreign ships for Trinity dues, after deducting the commission of collection, has been very considerable ; the authority under which it has been collected, as well as the appropriation of it, is that of ancient custom. It forms in its application, a principal part of the remuneration of the elder brethren."

In another place alluding to some abuse or misapplication, the Committee remark that " *No previous investigation on this subject, however, according to the statement of the witness alluded to, ever appears to have taken place ; and of this your Committee cannot but express their disapprobation. The grants to the Corporation, conveying an authority to levy money from the subject, were evidently intended for the public service, and not to be converted into a source of private emolument.*"—REPORT upon the FOREIGN TRADE of the COUNTRY.

I cannot omit likewise to call your Worship's notice, that the Premier Member of the present Administration, in his office of Lord Warden of the Cinque Ports, acting under the suggestion and recommendation of this Committee, at a meeting held during the last week at Dover, has recommended to the Harbour Sessions, *a reduction in their tolls*. Nor can the proceedings of the Chamber of Commerce at Dublin, alluded to in my last letter, have escaped your notice. With the knowledge of such sentiments as these, and with such examples before you, can, Sir, yourself or your Corporation any longer shut your eyes to the investigations which are going forward, and the corrections and improvements which are in progress in the commercial affairs of our country. *Prescriptive Rights alone will no longer avail.* For unless you can shew to a *Committee of the House of Commons*, that you apply the dues you collect for the welfare of your fellow-citizens, to the improvement of the port, and for the benefit of commerce, depend upon it, your immunities now rest upon a very unstable foundation.

It is for these reasons, Sir, that I would humbly urge you to be the willing and patriotic Citizen, who would *voluntarily* undertake the *amelioration* of our Port Dues. I do not ask you, Sir, for the total remission or abolition of them—it is merely to comply with the universal wish of your fellow-citizens, to propose to your Common Council their *revision* and *abatement ;* and by a bold and decisive example to sacrifice a few old prejudices and selfish feelings to the public good. There is a niche open for you, Sir, in the annals of fame in your native city, which I would beseech you to occupy. Depend upon it, if you do not, one of your successors will speedily claim it.

Let me here, Sir, also remind you of an opinion of the celebrated Lord Chief Justice Mansfield on a matter of custom and privilege. "If a custom," says he, "which deprives the subject of his property was as old as Adam, and was founded on injustice, it ought immediately on the discovery, to be *rejected* and *abolished—usurpation should not plead the sanction of prescription.*" It was in a case of *Town Dues* that he gave this opinion—and he further adds "that these town dues may have been suffered for a time, but that could be no reason why their illegality and oppression should be perpetuated—time could not sanctify injustice."

I have hitherto presumed, Sir, that the highest claim which your Corporation can assert for the collection of the Mayor's dues, is *Prescription.* I will, however, for the sake of argument allow that it can rest its claim also upon certain Charters granted at various periods to your Corporate Body. And that in the Charters of Charles II. and Queen Anne, there is a confirmation of all your Rights; by which, you are enabled to make by-laws; *and by these by-laws to levy rates;* and that if these rates are not oppressive and unjust, that a court of law will uphold you in the collection of them. Now I apprehend, that if it is under this authority that they are collected, it is imperative on you also to shew, that the expenditure of them is in some shape or another for the *benefit of the City;* and it is probable, as on a former occasion, that your Corporation, calling yourselves *Conservators of the City and Harbour,* will set up this as the *Plea* for their collection.

And the examination of this Plea naturally leads me to my second point of enquiry, viz.—To what purposes are the MAYOR'S DUES applied. Are they appropriated to the impr vement of the City or Harbour?—Are they appropriated to the *sole* maintenance and dignity of your Worship's person and office?—or rather, were they not once applied to that of your Worship *jointly* with the Sheriffs of our City? They are now, however, if I am not misinformed, merged into the general corporate fund, and the gross sum of £2,500 per annum is allowed thereout to your Worship, and £600 each per annum to the Sheriffs of the City, to enable you and them to bear the expence of your respective offices. Assuming this to be the fact, I think I shall be able to shew, that there is here a manifest departure from the purpose for which these dues were originally collected. I have room only here to allude incidentally to this perversion of their object. I shall have occasion to observe upon it more at large, when I come to consider the subject of the Town Dues.

The amount of these MAYOR'S DUES I shall accurately state in a future letter. Did this municipal rate stand alone, I should not, perhaps, call it exorbitant; but coupled with the TOWN DUES, the nature and amount of which will form the subject of my next letter, it enters into that combination of oppressive charges under which the Trade of the Port of Bristol at this time proverbially labours.

Believe me, Sir, in this necessary comment on the application of your Corporate revenues, I have no wish to abridge the Magistracy of one privilege, one luxury, or one civic distinction of honour. Were the Accounts of your Corporation published, which, being merely TRUST PROPERTY, I conceive they ought to be, I should then have a better opportunity of judging, whether the funds necessary to support the dignity and the grace of office might not be better supplied out of another channel. As it is, I must have recourse to conjecture; and if I am erroneous in my conclusions, I must expect to be reported of, as I deserve. I mean personal offence to no one. It is the rights of my fellow-citizens that I would wish to uphold; it is the prosperity of the City of Bristol, that I am anxious to maintain and extend.

COSMO.

# PORT OF BRISTOL.

That, in the common interest of the West as a whole, the Port of Bristol is and should be the gateway and overseas depot for distribution of imported commodities of all descriptions was one of the subjects which came under discussion at the Conference of West of England Chambers in January last. One thing emerging from the discussion was that even some of Bristol's nearer neighbours in the West were unaware of the extent to which this is both the opportunity and the fact, and some notes on the matter will therefore be of general interest.

* * * * * *

At Avonmouth, at the City Docks and at Portishead, granaries, grain sheds, elevators and mechanical conveyors cater for the large grain imports in up-to-date style. Cold storage for meat, dairy produce and fruit is provided for by the Corporation's own stores at Royal Edward Dock and Avonmouth Dock to an extent approaching a million cubic feet of space, whilst there are other cold stores privately controlled in the City aggregating a similar capacity. Tobacco, under bond, is provided for by three large Corporation warehouses at the City Docks as well as private bonds; and as regards



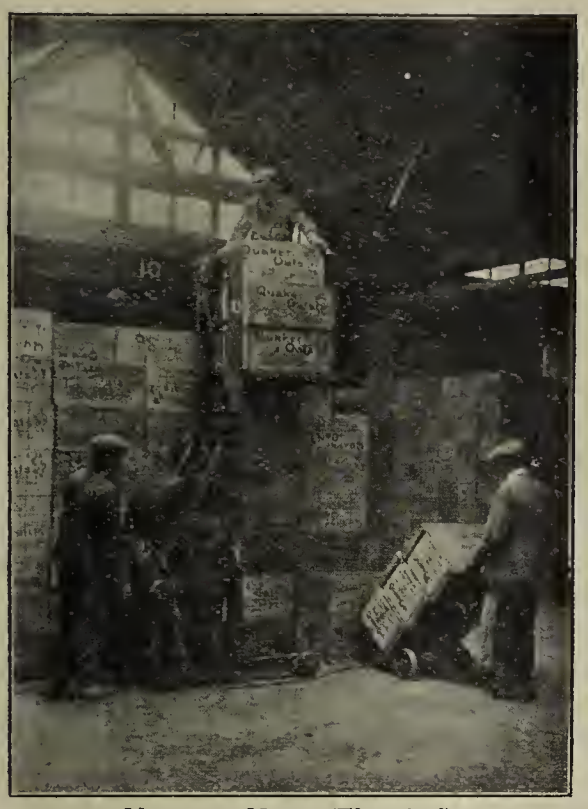
SACK PILER (Electrical)

Timber there are stacking grounds and sheds controlled by the Corporation at Avonmouth and Portishead and also large privately owned timber yards at the City Docks.

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*But what apparently is less generally known* is the facility operating at Avonmouth for warehousing of *general package traffic* discharged ex steamers at that Dock, this being a development of more recent years. The Royal Edward Warehouse situated immediately behind the principal import transit sheds at the Royal Edward Dock comprises $2\frac{1}{4}$ acres (10,000 sq. yds.) of storage floors with a capacity for 10,000 tons of various classes of goods. The whole of the storage area is on the ground floor, served by railway platforms at the level of the wagon floor. By means of Dock railway lines which traverse the centre and sides of the warehouse, wagons, after loading, are hauled to the Exchange Sidings connections with the main railways. The combined effect of these facilities is that packages are landed from the ship, warehoused as stock for any required interval, and re-delivered to railway van or road vehicle without carriage or lighterage, and the considerations of saving effected thereby, in time and cost, by elimination of superfluous handling, are important points to all distributors in the West.

Examples of goods which are accommodated at this warehouse are groceries, patent foods, canned goods, flour, provisions, leather, hardware, woodware, glassware, wool, etc., and many other articles of traffic requiring a period of storage before being delivered eventually to interior points. Merchandise under these headings to the extent of 25,000 tons has



VERTICAL HOIST (Electrical)

during the last two years been received, warehoused and re-delivered.

* * * * * *

Reception into warehouse is effected by electric trucks from transit sheds or by the Committee's railway wagons over the Dock lines. Modern equipment is provided for stacking and re-delivery ; the convenience and economy of the transveyor, electrical sack-piler, and electrical vertical hoist (for case goods) being employed.

* * * * * *

Canned goods are handled in considerable quantities particularly ex the regular liners from San Francisco, Seattle,



Canada and the United States. The cases are landed by electric cranes direct from ship's hold to the platform of electric trolleys on the quay, and conveyed (under cover of shed verandas) to stacks in transit shed. Dutiable goods are received in transit sheds, opened and closed for Customs, 10 per cent examination, labelling, etc., by expert workmen ; delivered to rail or road conveyance directly alongside transit shed ; stored (as duty paid goods) in Royal Edward Warehouse ; or bonded in stores in the City. Dried fruit, and other dutiable goods, may be similarly handled.

* * * * * *

Apples, in barrels or cases, are electrically craned from ship to transit sheds, where they are separately piled to mark, brand and variety. Re-delivery is made direct to railway or road conveyance alongside. Auction Sales are arranged either on the spot, or with samples transported to Sale Rooms in the City.

* * * * * *

When it is borne in mind that the population within the municipal area of the City of Bristol is nearly 400,000 and that the Port is the economic regular liner Port of Entry for an area extending within and beyond 100 miles radius, and that this radius embraces a population of about 10,000,000, it is apparent that the method of warehousing and re-delivery of stocks at Avonmouth, which has made so promising a com-



mencement, is one which should rapidly develop as its advantages become appreciated by distributors in the whole of the West of England section.

——:o:——

## BRISTOL & SOUTH AFRICA.

The President of the Bristol Chamber has received the following interesting and instructive letter from Mr. J. A. Rowlands, of the firm of Messrs. Grace Bros., who are old and valued members :—

c/o Pentire,
Ladysmith, Natal,
March 20th, 1922.

To the President,
Bristol Incorporated Chamber of Commerce.

Dear Sir,

It has been my privilege to spend 2½ months in this Colony, mostly on various large farms. During this period I have been enabled to see and hear many things that have strongly convinced me that the Union of South Africa is immensely productive and the country filled with boundless stores of untapped wealth, which awaits a larger population of Britishers with some capital, intelligence and pluck.

Great strides are already being made in the development of large and up-to-date equipment at the Port of Durban. The largest vessels can be safely harboured or dry-docked, coaled and discharged with the best machinery. On the Congella Wharf a magnificent grain elevator is in process of erection, to cost at least 1¼ million pounds. This mammoth storage has a capacity of nearly 50,000 tons of maize, and will be one of the largest in the world.

On the Congella Wharf also are other larger receiving stores and works, handling huge quantities of material coming in from up-country stations.

Durban is particularly well situated, is a charming town also, and its harbour is a fine one. It is developing quickly, and is the natural outlet for the extensive producing areas of Natal, Orange Free State, Transvaal, and Rhodesia, etc., also parts of Cape Colony.

The productive power is prolific, and encouragement and frequent inter-communication with the Motherland would lead to much interchange of business.

It is a pity to let other countries pick up the business here. Can we not initiate a strong business through the Port of Bristol ?

*Maize* (*of fine quality*), *Barley*, *Oats*, *Kaffir corn* (*Dari*),and other cereals can be supplied in large quantities, and eventually wheat also.

Fruit, sugar, tea, coffee, wattle bark, timber, beef, mutton, bacon, hides, poultry, eggs, dairy produce, minerals, oils, and many other things can be dealt in largely.

What is spoiling Bristol's share is the lack of a regular line of steamers. Cannot some vigorous steps be taken to establish such, and at the same time encourage merchants to trade freely in this direction.

The Union of South Africa can supply the quality and quantity, and at competitive figures, I am sure, and the Union can also take manufactured goods. In loyalty to Empire and to the Britishers who have courageously developed these Colonies, surely we have sufficient sentiment and business acumen left to develop a happy and mutually profitable interchange of business.

It is the most valuable medium of cementing the interests of Empire, and developing the Colonies on the healthiest basis.

Could your Chamber take any steps towards establishing the trade and influencing a regular steamship service from Avonmouth, and encouraging the merchants to support same ?

I should be glad of your last Annual Report, if you could kindly arrange for it to be sent.

I am at your service to be used whilst here. I may be staying until August.

With all best wishes,

I am, yours sincerely,

JOHN A. ROWLANDS.

———:o:———

## " OWNER'S RISK " CONDITIONS.

(1)—LOSS OF GOODS : IMPORTANT JUDGMENT IN HOUSE OF LORDS.

The case of H. & C. Smith, Ltd., *versus* the Great Western Railway Company, recently decided in the House of Lords, raises in simple form the question of the effect of a clause in a consignment note exempting a Railway Company from the consequences of loss or damage, etc., to goods carried at owner's risk. Although the action unfortunately went against the trader in all Courts except the County Court, the main Transport Committee thought it important that a full report of the proceedings should be given as the point at issue is one the importance of which is perhaps still insufficiently recognised.

Fortunately traders will shortly have an opportunity of going into the whole of the questions involved before the Rates Advisory Committee, when the Railway Companies' proposals in regard to the conditions of carriage come to be discussed. Until that time it is difficult to say what action could usefully be taken, but traders will be well advised to scrutinise closely the terms of owner's risk, as the acceptance of the Railway Company's conditions may involve them in serious loss.

In the case quoted the contract for carriage contained a clause in the following terms :—

" In reference to the above we request that all goods for which there are alternative rates by passenger train or other similar service delivered by us or on our account at any of your stations for carriage by railway may be carried at the lower rate (where and so long as such rate exists) except when specially consigned at the higher rate ; and in consideration of your charging such lower rate we agree to relieve you from all liability for loss, damage, misconveyance, misdelivery, delay or detention of or to such goods or a trader's truck or sheet (if any) containing or covering them, except upon proof that such loss, damage, misconveyance, misdelivery, delay or detention arose from the wilful misconduct of your servants."

The facts were that the plaintiffs on February 15th, 1919, delivered to the carrier of the Great Western Railway a parcel containing six pairs of boots consigned to H. Daniels, at Wilton, Wiltshire. The parcel weighed 19 pounds. The Railway Company's carter signed the collecting sheet for the goods, and there was evidence that the parcel was delivered to the Railway Company's collecting office at Snow Hill Station, Birmingham, after which all trace of it was lost.

The plaintiffs wrote to the defendants calling their attention to the loss on March 4th. The Railway Company did not take up the point that the claim was out of date, but they returned no reply to the claim other than the usual formal acknowledgment.

In June the plaintiffs placed the matter in the hands of their solicitor, who wrote to the Railway Company on June 6th asking definitely by whom and when the parcel was or should have been handled, and what had become of it.

This letter also received only a formal acknowledgment.

On June 27th the plaintiff's solicitor wrote threatening proceedings, and on June 28th the Railway Company replied that the delay in the case was due to the whole of the papers having been lost, but that they were going into the matter again.

On July 7th the plaintiffs issued a County Court summons and won their case, but the decision was reversed on appeal by the Divisional Court. In the Court of Appeal the decision of the Divisional Court was affirmed, Lord Justices Bankes and Scrutton deciding in favour of the Railway Company and Lord Justice Atkin dissenting.

The plaintiff's counsel based his case on the fact that the whole parcel had disappeared, maintaining that this was *prima facie* evidence of wilful misconduct on the part of the Railway Company, which remained unchallenged, as the Railway Company called no evidence at all. He also laid great stress upon the conduct of the Company after receipt of the claim as corroborative evidence that the loss of the parcel was due to wilful misconduct.

In the Court of Appeal it was clear that all the Judges viewed the plaintiff's case with very great sympathy. Lord Justice Bankes decided for the Railway Company on the ground that there was a special contract under which the Company was relieved from liability for loss unless this could be shown to be due to wilful misconduct, that the whole onus of proving wilful misconduct rested upon the plaintiffs, and that according to the evidence produced by the plaintiffs the loss might have been due to other causes as, for instance, accident or negligence, or to theft by someone not in the Company's service.

Lord Justice Scrutton concurred with Lord Justice Bankes, though he thought the case very near the line. He called

attention particularly to the prevalence of pilferage on the railways, and expressed the opinion that it would be very regrettable if the Railway Companies took up the position of actively resisting all claims for information and assistance from those whose goods were stolen. He even went so far as to say : " There is no doubt at present Railway Companies as carriers of goods are both inefficient and unsafe."

In addition to this the Lord Justice made some interesting observations which throw light upon the kind of evidence which Courts will be likely to require in a case of this kind.

The following quotations will serve as examples :—

" If I may draw on my own experience of collecting offices, in some the parcels lie at large about the station and the public walk among the parcels ; in others the public cannot get near the parcels, which have been handed over the counter. No evidence as to the Birmingham office was given in the County Court. The Railway Company disclosed that there was a " counter book " in this office containing a relevant entry, but neither party put it in. Nor was there any evidence as to the ordinary course of business when a parcel went out of the collecting office as to way-bills, or entries in the collecting book, and what, if anything, was shown by the counter book in this case.

" In my opinion it is impossible to lay down any general rule as to the facts from which one can infer in the absence of explanation of loss ' loss by wilful misconduct of the Company's servants.' It must depend on the nature of the subject matter and of the stage of the transit reached in each particular case." He instanced the case of the loss of an elephant, contrasting this with the disappearance of a small parcel from a place to which both the company's servants and outsiders had free access, in a time of great pressure of business. He also referred to a case where the Court felt able to find wilful misconduct of the company's servants from the fact that part of the contents of a parcel had disappeared, the parcel having been opened, repacked with rubbish, and done up again. In such a case such an operation must have taken some time, and have been carried out on the company's train by a person who could calculate on being free from disturbance for the considerable time taken in unpacking and repacking, facts which pointed strongly to theft by a servant of the company.

" In the present case," he concluded, " the parcel weighs 19 pounds, and contains six pairs of boots. It is therefore of a portable size and weight, but not inconspicuous. It has entirely disappeared, being last seen in an office of the company as to which there is no evidence how far the public have access to it. The parcel may have started on a train journey, but there is no evidence as to whether in that case there should be any records of its starting. I suspect the company's servants stole it ; but on the best consideration I can give to the matter I do not think there is any evidence on which it can be reasonably found that the company's servants stole it, as contrasted with theft by outsiders, or loss by negligence, or any evidence on which anyone can reasonably come to a definite conclusion what happened to it."

Lord Justice Atkin held that the long-continued failure of the Railway Company to give any explanation as to what had happened to the goods and their inadequate explanation of the delay, did afford some evidence upon which it could be held that there was a *prima facie* case of wilful misconduct, and that as the Railway Company had given no evidence this *prima facie* case would stand.

Unfortunately when the case came before the House of Lords the House agreed with the majority decision of the Court of Appeal.

The following is a summary of Lord Buckmaster's judgment :—

He admitted that the contract, which on the face of it appeared to give some protection to the trader, was really, in that respect, illusory. It was scarcely possible, except by some strange freak of fortune, that a trader could know what had caused the loss of his goods. The burden of the proof that the loss was caused by the misconduct of the company's servants rested upon the appellant, and it was almost impossible that he should be able to furnish that proof, as the circumstances must be almost within the exclusive knowledge of the railway company. The correspondence between the appellants and the railway company did not reflect very creditably upon the anxiety which he should have thought the company would have possessed to satisfy one of their customers as to all the circumstances that were within their knowledge associated with the loss of his goods. So far, however, as the main part of the case was concerned, the appellants had failed to establish a case of wilful misconduct on the part of the company's servants.

### (2)—Damage to Goods.

Lord Justice Scrutton, at the appeal in the preceding case, brought out clearly the difficulty of inferring wilful misconduct in cases of *loss* of goods : e.g., if a company's servants lose an elephant, it may be possible to infer wilful misconduct ; or, if they unpack a parcel and steal something out of it and repack it with rubbish, an inference may equally be drawn.

Can any inference be drawn in the case of *damage* to goods, e.g., to a heavy iron frame, almost unbreakable if rationally handled ?

An example of this is reported to us by the B.E.A.M.A. Their member, The New Switchgear Construction Co., Ltd., consigned a heavy switchgear panel to a colliery in the North of England. The iron frame alone was unpacked, the switches being removed from it and packed separately. It weighed 9 cwt. ; each leg weighed 112 lbs., and the covers 56 lbs. Heavy reinforcing fins rendered it almost unsmashable. It was carefully " scotched " and securely roped. Yet it arrived smashed and had to be replaced by the makers.

They had consigned it per L.B. & S.C. Railway, on that company's usual " owner's risk " note which sets out, *inter alia*, that the company undertake to " receive and forward " and that, having received the goods, they are thenceforth relieved of all liability for injury unless the consignors can prove wilful misconduct.

The damage was duly reported to, and inspected by, the carriers ; photographs and dimensional drawings and all information necessary to show that deliberate misconduct must have occurred were offered to the company. Their reply was to quote the leading case defining wilful misconduct, as follows :—

> *" Wilful misconduct is misconduct to which the will is a party as contra-distinguished from accident, and is far beyond any negligence, even gross or culpable negligence, and involves that a person wilfully misconducts himself who knows and appreciates that it is wrong conduct on his part in the existing circumstances to do or to fail or omit to do (as the case may be) a particular thing and yet intentionally does or fails or omits to do it or persists in the act, failure, or omission regardless of consequences or acts with reckless indifference as to what the result might be."*

It seems perfectly clear from this that goods damaged by carriers have been even in a worse position than goods lost, and that, as it is impossible to *prove* wilful misconduct, so it would be a very risky business to ask a Court to *infer* it from the nature of the damage.

(*The Bulletin of the Federation of British Industries*, 4th April, 1922.)

## Editorial Notices.

*The Bath Chamber of Commerce accepts no responsibility for the opinions expressed in articles and letters appearing in this Journal. Official information and Reports of Meetings, etc., are prepared with as much care as possible, but the Chamber accepts no responsibility for any error.*

*The Editor will be pleased to consider short articles or letters on subjects of general trade and industrial interest, and insert them, if possible.*

*Inquiries for advertisement spaces should be addressed to the Bath Chamber of Commerce.*

## Chamber Notices.

*Offices:*—22 *Milsom Street, Bath.*

*Office Hours:*—9.30 *to* 5 *p.m.* (*Saturdays*, 9 *a.m. to* 12 *noon*).

*Telephone:*—876 *Bath.*

*The Chamber issues Certificates of Origin for all countries where required. Also Identity Certificates and Certificates for Export of Samples.*

*Members desiring information on any commercial matter are invited to communicate with the Secretary.*

*Disputes and differences arising out of commercial transactions may be referred to arbitration under the arbitration rules of the Chamber.*

## Membership.

*The Secretary will be pleased to furnish particulars on application.*

## Meetings.

*In addition to the Annual General Meeting in January, General Meetings of the Chamber are held in February, March, April, May, June, September, October, November and December.*

## General Purposes Committee.

*The General Purposes Committee meet on the third Friday in each month or oftener, if necessary, at the Offices of the Chamber, 22 Milsom Street, Bath.*

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# MONTHLY MEETING.

## PROTEST AGAINST HIGH TAXATION.

### Railways and Road Transport.

The monthly meeting of Bath Chamber of Commerce was held at the Guildhall, on Monday evening, 27th March, Mr. David A. Evans (President) presiding over a good attendance of members.

### New Members.

The following gentlemen were elected members of the Chamber:—

Mr. H. F. Lee (Messrs. J. J. Lee and Sons), cardboard box makers, Trim Street, Bath.

Mr. Alfred Jones, artist, 2 Terrace Walk, Bath.

Mr. L. Mansfield (Messrs. Bush & Mansfield), clothiers and outfitters, 34 Stall Street, Bath.

Mr. H. F. Deshon, "Southfield," Combe Down, Bath.

Mr. F. R. Clark, cabinet maker, 1 Broad Street, Bath.

Mr. G. Hulbert (Fred Wright, Ltd.), tobacconist, 17 Northgate Street, Bath.

### Annual Meeting (London).

The Secretary outlined the programme of resolutions to be considered at the 62nd annual meeting of the Association of British Chambers of Commerce, to be held in London on the 4th and 5th of April. The Bath delegates attending the meeting were authorised to vote in accordance with their judgment as applicable to the interests of local requirements and conditions.

### Income Tax and Corporation Profits Tax.

Mr. Walter J. Cook proposed, and Mr. E. P. Mallory seconded, that a copy of the following resolution be forwarded to Capt. C. T. Foxcroft, M.P., and Mr. Percy Hurd, M.P.: "That this Chamber believes that the present burden of taxation presses very heavily on the trading community, and is a great handicap to business enterprise. We would therefore ask you to use your best endeavour to reduce the Income Tax as much as possible, and also advocate the abolition of the Corporation Profits Tax, as in the opinion of this Chamber the improvement of trade which would follow this relief, and the consequent increased yield from taxation, would more than compensate for the loss of revenue occasioned by the removal of such onerous taxes, and enable capital to develop industry.

### Railways and Road Transport.

Arising out of a resolution received by the Chamber as recently passed at a meeting of Bath railway employes, an interesting discussion took place on the question of the use of the highways by the Railway Companies for motor traffic, in competition with private enterprise.

On the motion of the Mayor, seconded by Mr. H. L. S. Macdonald, the debate was adjourned until the next meeting, so that all the members may have the opportunity of considering the question, and if thought wise, of rescinding a former resolution passed by the Chamber in 1921.

### Parcels Delivery by Passenger Train.

The Secretary reported that the area served by the Railway Companies in Bath had been in two districts considerably extended, and that further facilities for delivery were looked for at an early date.

### Time of Monthly Meeting.

A recommendation from the General Purposes Committee that the definite time for holding the monthly meetings of the Chamber be 5 p.m. was submitted for consideration.

A suggestion was made that morning meetings should be held, but this found little favour.

The Mayor proposed, and Mr. W. H. Smith seconded, "That the time of the meetings in future be 5.30 p.m."

On a vote being taken, this amendment was carried by a large majority.

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# THE ANNUAL REPORT.

## President on the Burden of Taxation.

In a foreword to the Report of the Bath Chamber of Commerce for 1921, Mr. David A. Evans, the President, states that the Chamber enters upon the twentieth year of its incorporation, and it may fairly be claimed that it is now in the most prosperous state of its existence. "High taxation is laying a very heavy burden on our trade," says Mr. Evans, "and prevents development and enterprise. There will be no relief unless economy be practised in national and municipal affairs, and in all expenditure due regard must be paid to its necessity for the life and well-being of the nation.

"The Bath Chamber has given a lead in connection with the heavy postal charges which are so seriously affecting trade and employment. What value is it to the Government if one of its departments, by raising postal charges to make up a deficit of 3½ millions, causes a year's loss of 60 millions in the printing trade alone?

### Private Enterprise.

"In local matters—which must necessarily occupy a large place in the Chamber's work in a city like Bath, composed as it is chiefly of retail traders, the main asset of the city—the Baths and Mineral Waters—have been a subject of much

discussion. Being strongly opposed to municipal enterprise—an opposition justified by the results all over the country—which show that practically no municipal enterprise has proved a financial success, I believe the future success of our cities and towns will largely depend on private enterprise, untrammelled by official interference. So much work is thrown on municipalities by Government departments, so many hampering restrictions exist which retard progress, that it is obvious that corporations have not the same chance of development. The Chamber has, however, supported the advertising of the wonderful advantages the city possesses."

THE REPORT.

The report states that following the marked progress of the Chamber in 1920, it has continued to go forward both in usefulness and in membership, the latter standing to-day at 230, 30 more than when the year began. It also records the activities of the Chamber in dealing with the questions of telephone rates, the G.W.R. train service, fire water-mains, speed limit of motor traffic, imperial penny postage and the Sunday collection of letters, mural tablets in Bath, League of Nations, national economy and unemployment, Bath municipal music, etc.

The statement of accounts shows an income for the year of £245 6s. 2d., and an expenditure of £203 15s. 11d., leaving a credit balance of £41 10s. 3d.

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## BATH SPA ATTRACTIONS AND SHOPPING WEEK.

For eight days—from the 26th of May to the 3rd of June—under the organisation of the Bath Spa Attractions and Shopping Week, Bath will emphasize its position as the shopping and amusement centre of a large area of the West Country. The Director of the Spa, Mr. John Hatton, is taking advantage of the special railway and motor-bus facilities which are being arranged, to invite all medical practitioners within a radius of some twenty miles of Bath to visit the Bathing Establishment, and see for themselves the varied methods of applying the hot mineral waters by means of baths douches for the treatment of rheumatism, gout and the other complaints dealt with successfully by the Bath Waters.

The new department of Electro-therapy, recently added to the Royal Baths, will no doubt be of special interest to many doctors. Demonstrations will be given on two or three afternoons, during the week, and tea will be provided for the medical men and their wives.

A visit to the Hot Mineral Baths of Bath is an interesting experience for anyone, and Mr. Hatton has arranged for the Bathing Establishment to be open to view throughout the week between 1 and 2.30 p.m. Visitors will be conducted over the place and shown the various treatments administered at the extensive establishments.

All good citizens of Bath are very proud of the City's heritage in its health-giving hot springs, and they are anxious that those who visit Bath during the Spa Attractions and Shopping Week should have an opportunity of seeing the wonderfully complete equipment of the Mineral Baths. It is probably the oldest curative establishment in the world still at work for its original purpose. For centuries the Baths have been vested in the Corporation of Bath, being confirmed to the City by a Charter of Queen Elizabeth, while their foundation stretches back to the Roman city of Aquæ Sulis, in the first century.

*This, the ninth of a series of announcements dealing with*

# BATH as a Spa

*briefly describes the Bathing Establishment of the Roman Period.*

The Hot Mineral Waters of Bath attracted the health-loving Romans, who about the year 54 A.D. erected magnificent thermæ and noble temples, and for nearly four centuries the Roman City, then called Aquæ Sulis, was a great and important spa.

The Roman Bathing Establishment covered a vast area and comprised at least five large baths, possibly used at different temperatures, smaller private baths, almost identical with the Deep baths used to-day, and hypocausts or heating chambers, similar to the so-called Turkish Bath.

The Great Bath, excavated in 1882, occupied a hall 110 feet by 68 feet, its water surface covering 82 feet by 40 feet. The original pavements or scholæ, surrounding it remain in a good state of preservation as well as the recesses or exedræ, as at Pompeii, provided evidently for the clothes of the bathers or for rest and retirement. This bath was also apparently supplied with a cold spray, a long section of the Roman pipe which appears to have been used solely for the conveyance of cold water to the bath, remaining *in situ*.

Still practically perfect on the floor of the bath is the original Roman lead, weighing 40 lbs to the foot, obtained from the Roman mines in the Mendip Hills. The Baths themselves were constructed of Bath stone.

The great culvert, built by the Romans for conveying the waste water from the Baths to the river, has also been discovered and its masonry, still sound and water-tight, is now used for its original purpose.

Drinking-cups found in a "dipping well" suggest that the Romans, in addition to their system of bathing and massage, appreciated the benefits to be derived from drinking the hot mineral waters.

Among the many interesting objects in the Roman Museum are votive altars and testimonials carved in stone testifying to the cures effected by the healing waters.

*The next announcement will give some present-day testimonials.*

*Illustrated Handbook, List of Hotels and Apartments, and Summer Season programme, will be sent on application to*

BATH. John Hatton, *Director of the Spa.*

## Chamber and other Notices.

*Office :*—52 *Fore Street.*
*Office Hours :*—10 *a.m. to* 5 *p.m. Wednesdays to* 1 *p.m.*
*Telephone :*—115.
*Commercial Publications :—Books of Reference, Board of Trade and Consular Reports, etc., are at the service of the members and may be seen at the Secretary's Office.*

*The Secretary will be pleased to answer Railway, Postal, Fiscal and other enquiries on commercial matters, or will obtain special information from Government Departments, Consuls abroad, etc.*

*The Commercial interests and prosperity of Trowbridge and district are the Chamber's chief concern.*

*The Chamber issues Certificates of Origin for all countries where required.*

*Meetings :—The Council meets at the Town Hall, on the last Monday in each month. The Chamber meets quarterly, notice of which is sent to members.*

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## MR. DAVID EVANS AT TROWBRIDGE.

### THE NEEDS OF COMMERCE:

### Less Taxation, Cheaper Post and Lower Freights.

### A Chat with Business Men.

By special invitation, Mr. D. A. Evans, President of the Bath Chamber of Commerce, addressed the members of the Trowbridge Chamber of Commerce, and representatives from other Chambers at the Town Hall, Trowbridge.

Among the other visitors were: Mr. Brownell, President of the Warminster Chamber, with Mr. Howes (secretary) and Mr. Day (treasurer); Mr. Fortt represented the Devizes Chamber, with Mr. Burn (secretary).

Mr. J. H. Starkey (President) occupied the chair, and wore his gold chain of office. He was supported by Mr. E. H. Payne (Senior Vice-President), Mr. S. Smith (Chairman of the Council), Mr. A. J. Darling (secretary), and a large number of members.

### Mr. D. A. Evans's Address.

The subject of Mr. D. A. Evans's address was, "The true functions of the Chambers of Commerce, National and Local." Having expressed his appreciation of the honour done him in having been asked to address the members of the Chambers, he went on to show how much valuable work could be done by members of the different Chambers getting into touch with one another. He regarded Trowbridge as one of the representative Chambers in the West of England. In coming to Trowbridge he did so with the happiest recollections of the kind hospitality extended to him on the occasion of the annual banquet last year. The sister City of Bath and Trowbridge had much in common, because they were close neighbours; and there was no reason why there should not be an exchange of visits more often. Dealing first with Chambers of Commerce from the local point of view, he said the idea was to represent or express opinions among the members themselves on commercial questions, also to promote or support legislation which affected every one of them. They would agree that they had had too much legislation, and it would be a good thing if they could have two years' rest in order to digest it (hear, hear). Chambers of Commerce could deal with many matters of local interest such as water supply, electric power supply and transport for industrial purposes, industrial development of land, local rates, housing, technical and commercial education, lectures on business subjects, municipal expenditure, street improvements, railway services, telephone and postal services, unemployment, shopping week arrangements, advertising the city or town co-operatively, and general development. The Chamber in Bath started an advertisement fund for the City in order to induce visitors to the City, and the result was that £800 was collected. The retailers accordingly realised the benefits of advertising.

### Constitution of a Chamber.

One point in the matter of success of a Chamber of Commerce was that the President must be full of interest in the work, and it was apparent that in electing their President this year, the Trowbridge Chamber had realised they had such a one in Mr. Starkey (applause). Of even more importance than the President was the Secretary. If the Secretary possessed the Chamber of Commerce spirit they were going to get things done. The Trowbridge Chamber were to be congratulated upon having as secretary, Mr. A. J. Darling, whom he had met in London and Bristol, and he knew of no gentleman who had revealed to better extent the true spirit of the Chamber of Commerce than he, and Trowbridge was particularly fortunate in having one such as he to deal with the subjects coming before him from time to time (applause). The Secretary of a Chamber of Commerce had a great responsibility, because he had often to act upon his own, but he should make no decision which would pledge his Chamber to a particular course of action unless governed by previous decisions. In this respect, Bath was equally fortunate with Trowbridge. Apart from local matters, Chambers of Commerce had to watch legislation which affected the members' interests as business men. In this respect there were three subjects to which he would draw attention—reduction of taxation, reduction of postal rates, and reduction of railway rates. These subjects were of sufficient importance to warrant any body of business men coming together with a view to grievances being rectified.

### The Burden of Taxation.

He would touch only upon taxation. The nation was taxed to such an extent that an enormous burden was placed upon it on the cost of production. The present expenditure was out of all proportion to our ability to pay and be solvent. In 1891 certain public services cost £25,000,000; in 1911 (three years before the war), £26,900,000, while to-day their total was £257,000,000. This included unemployment insurance, old age pensions (he would give the Government credit for that), public health, poor law relief, etc., but did not include the cost of the Army and Navy, the Consolidated Fund Services, etc., the total expenditure chargeable against revenue in 1920-21 being no less than £1,271,168,000. It made one sigh for the days of Gladstone who struck off 7s. for flowers at the back of 10 Downing Street because he considered it wasted money (applause). National taxation worked out at £23 per head. America came next with £5 8s. 8d. The cost of production, therefore, was unduly loaded and export to other countries was seriously hampered. Having quoted some of the epigrams of Mr. T. Jay at the luncheon of the Bath Rotary Club, Mr. Evans went on to say that increased output was the only way in which the wages standard could be raised and our troubles remedied in addition to reduction of expenditure and consequent lower taxation. Co-operation of capital and labour was a matter of course, not a virtue; its absence was a crime.

### Affiliation.

The Trowbridge Chamber, like that of Bath, was, happily, affiliated. The Associated Chambers numbered 116, representing 45,000 members. The views presented by the Associated Chambers through deputations consisting of members with special knowledge carried weight with Government departments, and by this united action concessions were obtained.

### Growth of the Bath Chamber.

In regard to Bath, in 1914 there were 71 members of the Chamber ; in 1921 there were 230. During the last six weeks 20 had been added, so that the number now was 250. This showed that the business men of the city had realised that they must be organised to meet present needs. Personally, he had great faith in the work of Chambers of Commerce. Mr. Asquith, when Prime Minister, speaking at a meeting of the Associated Chambers of Commerce, had said : " I believe that the Associated Chambers are the most able body in the country to consider the needs of the business community." That showed the power the Chambers had in dealing with business matters. The late Mr. Cecil Rhodes had said that the British people were the greatest people the world had ever seen, but their fault was they did not know their strength, their greatness, their destiny. The greal Nelson himself had said : " England never succumbs," and it was up to us to defend that great heritage.

### Trade Expansion in the West.

In regard to internal affairs, the Chamber should include all classes—manufacturers, merchants, professional men, retailers, accountants, bankers, insurance brokers, solicitors, and even medical men. As to the future, the North had had its own way and a good run ; it was now for the West country to assert itself, especially having the port of Bristol close at hand. The push and perseverance of the North must be imitated by the West, even to the extent of making the North envious. The alliance of science with industry would be a great factor in the progress of the country. He believed we were on the eve of great discoveries. As to the future, every trader must be linked up with some organisation, and what better than Chambers of Commerce ? When he was elected president of the Bath Chamber he gave them the motto : " It is not what you get out of a cause but what you put into it that makes that cause a success." The result was that men were joining of their own free will, realising they could not remain outside. We were living in a new era. War had swept away the old ideals and the time had come for new ones, and the men who would stand up for them. He believed there were more wonderful days in store then we had dreamt of. The old world was sick and sorry and the new world needed men—men who were dead to the things that did not count, dead to the little habits, dead to greed, dead to all the ignoble selves. Let them attempt new heights, and help to build a better world (applause).

Mr. Fortt, President of the Devizes Chamber, thanked the Chamber for inviting him, as also did Mr. Brownell, President of the Warminster Chamber. The former sought information as to affiliation, and expressed the feeling of loneliness which small Chambers such as Devizes felt. Mr. Brownell said Warminster was only a beginner, but they had already reached a membership of 67, and were making progress. Mr. Evans' address had now put new life into him, and he hoped to fire his members in a similar way.

Many other questions were put, all of which were dealt with by Mr. Evans in a very lucid way.

A long discussion followed, and at the close Mr. Evans was heartily thanked for his address, on the motion of Mr. E. H. Payne, seconded by Mr. M. F. V. Clark.

## AMERICAN CONSULAR SERVICE.

Bristol, England,
*April 7th*, 1922.

The Secretary,
Chamber of Commerce, Trowbridge.

My dear Sir,

My Government, in sending its consuls abroad, assigns to each a certain area in which he is to work. My area includes that portion of the West of England in which your organisation works, and I write, consequently, to inform you that, although my official residence and consulate are at Bristol, I desire it to be known that any and all services that the consulate can render are always at the disposal of your Chamber.

I am visiting the United States during the first part of May, returning in July next, and if there is any way in which I can render you or your members any assistance while over there I shall be pleased to do so. This applies especially, of course, to those of you who have or who contemplate business relations with American houses.

If you have any complaint to make as to your dealings with American houses, for instance, I shall be glad to have it investigated for you. If you have any suggestions to make, of any nature whatsoever, that directly or indirectly can help, stimulate and develop business relations between members of your organisation and the United States, I should welcome them eagerly. No suggestion, however small, on the one hand, or however far-reaching, on the other, will be overlooked.

The offer is intended to be of the broadest scope, and to include any and all complaints, recommendations and suggestions, both as to buying and selling in the United States.

I have noticed that British merchants do not seem to use their consular services to the same extent that American business houses do. If, for instance, an American house contemplates entering the export field offered by the Bristol Area (in which your organisation is located), it addresses a communication to this consulate enquiring as to trade customs of the district, credit terms, references to be given, general conditions, whether or not there is a probable market for the product under consideration, and so on.

In order that your members may have the same facilities for using the services of your consular officers in the United States, under similar conditions, I enclose a list of these officers, very kindly furnished me by your Foreign Office in London.

I shall trust to receive a reply to this not later than the first week in May, and I trust you will find something as to which I may be of service to you.

Very truly yours,
Robertson Honey, *Consul.*

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### List of Consular Officers in United States of America permitted to trade.

| *Country and Residence.* | *Rank.* | *Name.* |
|---|---|---|
| United States :— | | |
| Baltimore (Md.) | Vice-Consul | Guthrie, J. |
| Newport News (Va.) | Do. | Thompson, R. C. |
| Norfolk (Va.) | Consul | Myers, B. |
| Richmond (Va.) | Do. | Wilmer, A. P. |
| Boston (Mass.) | Vice-Consul | Brannen, J. A. |
| Portland and all Ports of Entry in Maine. | Consul | Keating, Lt.-Col. J. B. |
| Providence (R.I.) | Vice-Consul | Dubois, H. J. C. |
| Chicago (Ill.) | | |
| Detroit (Mich.) | Consul | Meredith, H. G. |

| | | |
|---|---|---|
| Duluth (Minn.) | Vice-Consul | Thomson, C. |
| Omaha (Neb.) | Do. | Hall, M. A. |
| Minneapolis | Do. | Wright, W. J. (acting). |
| Galveston (Tex.) | Do. | Barnes, S. W. |
| El Paso (Tex.) | Do. | Borrett, O. W. |
| Laredo (Tex.) | Do. | O'Connor, T. |
| Port Arthur (Tex.) | Do. | Crossland, W. |
| Manila. | | |
| Cebu | Vice-Consul | McPherson, G. |
| Iloilo | Do. | Stewart, A. McC. |
| Zamboanga | Do. | Laurence, F. L. |
| New Orleans (La.) | Vice-Consul | Belton, W. E. |
| Birmingham (Alabama) | Do. | Orr, C. P. |
| Gulfport (Miss.) | Do. | Thompson, A. O. |
| Jacksonville (Fla.) | Consul | Mucklow, W. |
| Key West (Fla.) | Vice-Consul | Taylor, W. J. |
| Miami (Fla.) | Do. | Hubbard, A. A. H. |
| Mobile (Ala.) | Do. | McSweany, T. J. |
| Pensacola (Fla.) | Do. | Howe, W. D. |
| Tampa (Fla.) | Do. | Taylor, P. |
| New York. | | |
| Buffalo (N.Y.) | Vice-Consul | Cole, W. H. J. |
| Hartford (Conn.) | Vice-Consul | Urquhart, W. L. |
| Philadelphia (Pa.) | Vice-Consul | Wilson, E. W. |
| | Do. (acting) | Manley, S. R. |
| Cleveland (Ohio) | Vice-Consul | |
| Cincinnati (Ohio) | Vice-Consul | |
| Pittsburg (Pa.) | Consul | Childers, C. E. S. |
| Portland (Oregon) | | |
| Alaska (Skagway) | Vice-Consul | Miller, G. H. |
| Astoria (Oregon) | Do. | Cherry, E. M. |
| Seattle (Wash.) | Consul | Pelly, B. |
| | Vice-Consul | Murray, G. H. L. |
| Tacoma (Wash.) | Vice-Consul | Lyon, J. F. |
| Porto Rico. | | |
| San Juan de Porto Rico. | Vice-Consul | Waymouth, T. G. I. |
| Arecibo | Do. | Denton, W. H. A., jun. |
| Humacao, Naguabo and Fajardo. | Do. | Roig, A. |
| Mayagüez | Do. | Boothby, T., jun. |
| Ponce | Do. | Toro, F. M. |
| St. Louis (Mo.) | Vice-Consul | Small, W. K., M.B.K. |
| Denver, (Col.) | Do. | Crebbin, H. |
| Kansas City (Mo.) | Do. | Davidson, R. T. |
| St. Thomas (Virgin Islands of U.S.A.) | Consul | Stewart, C. B. |
| Fredriksted | Vice-Consul | Merwin, R. L. |
| San Francisco (Cal.) | Vice-Consul | Grant, D. C. C. |
| | Do. (acting) | Munkhouse, A. O'C. |
| Douglas (Ariz.) | Vice-Consul | Baird, A., jun. |
| Los Angeles (Cal.) | Do. | Osborne, T. A. |
| San Diego (Cal.) | Vice-Consul | Heap, J. A. |
| Savannah (Ga.) | | |
| Brunswick (Ga.) | Vice-Consul | Ross, A. M. |
| Charleston (S.C.) | Do. | Roach, J. C. |
| Darien (Ga.) | Do. | Manson, R. |
| Wilmington (N.C.) | Do. | MacRae, D. |
| Washington (D.C.) | Vice-Consul | Rowland, H. B. |

———:o:———

## FOUNDATIONS OF PROSPERITY.

The re-opening of the European markets means even more to the textile industry than to some others, and now that it has been decided that our versatile Prime Minister shall go to Genoa, mainly upon a trade mission, there should be no withholding of moral support. Attendance at the Conference has passed out of the realm of party politics, and without distinction all look to him now to effect a good bargain in the national interest. As we have untiringly maintained the national interest in this matter is the world's interest, and in that fact lies the best chance of an accommodation between the Powers to be represented at that gathering.

We wrote last week of India, pointing out that it is only by sale of her own products in Europe that she is enabled to pay for textiles produced in Great Britain. Our own words prove to have been a striking anticipation of those used by Mr. Lloyd George when he said: "India has always paid us for the goods we sell her by the proceeds of her sales to other European countries. She pays us from what she gets by selling to Germany, France, Austria, and Russia. Therefore, the trade of Europe is of the greatest importance not merely directly, but indirectly, and unless you are prepared to restore the trade of Europe as a whole our purchasers will not be in a position to pay for the commodities which they get from us."

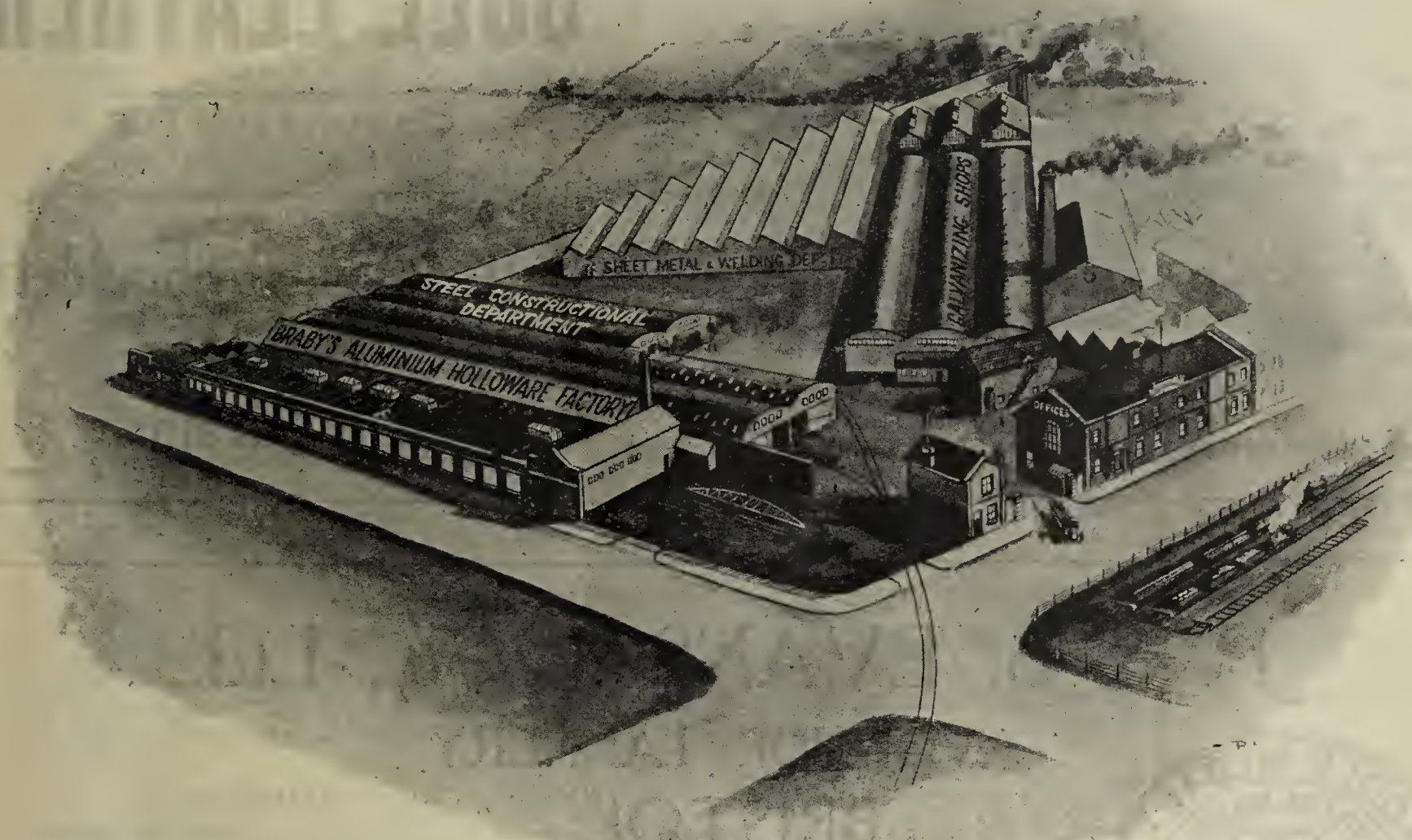
Thus Genoa is a bread-and-butter matter in which there is room for nothing but the hardest of hard sense. It is still doubtful whether it is generally realised how much of the commercial misfortunes of the last two years are attributable directly to the downfall of the economic structure of Russia. There are people in the trade who knew, and who realise how much of the readiness to pay high prices in the post-war boom was due to the mistaken belief that Russia would be buying largely. What was the meaning of all those immense shipments of British and American textiles to the Scandinavian markets? They were not intended for consumption in those markets, but in Russia. Why were dismaying losses of British and other money incurred upon them? At any rate, the losers need no reminding.

Why were woollen merchants and Yorkshire manufacturers emboldened to produce the large over-stock of plain crossbred cloth of which they are still labouring to be rid? Why is crossbred wool so much of a drug in the market, to the great disadvantage of our export trade to Australasia and South America? Beyond a doubt, largely because the expectations of a limitless outlet in Russia has not fructified. Why is linen dear, and what keeps Belfast continually in a tremor about the adequacy of the supplies of flax? Why have our engineers too little to do, while locomotives are rusting in hundreds in Southern Russia for want of slight repairs?

We have no need to pile instance upon instance any higher in order to prove to demonstration that the wretched state of affairs in Russia has very much to do with the depletion of British pockets and the anxieties of British minds. The cause may not continually be present in mind, but there is no escaping the effects, and it is beyond all question that measures to improve the state of Russia will have profound effects upon the commercial situation here. The matter is only one out of a number, but it is of major, not of minor, importance, as some have been tempted to believe.

The main theme of the forthcoming Conference—the establishment of peace, credits, currency, exchanges, transport, the machinery of international trade—is not one to which anybody, whether in or out of business, can afford to turn a blind eye. We may entertain hopes more or less sanguine of the prospects of substantial headway in any one advance, but it is beyond gainsaying that this is the work for which all the world is sighing. It is work that everyone wants doing, and until it is well done the foundations of prosperity will not be safe. After their hard gruelling, all the nations of the world are in a better mood to give sound sense a trial, and this gives the Premier an improved opportunity.

*—Drapers' Organiser.*








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DEAD
LIGHT

# The 'CORONATION' CORRUGATED SKYLIGHT

**(PATENT).**

THE MOST SIMPLE SKYLIGHT TO GLAZE

**No Putty required.**

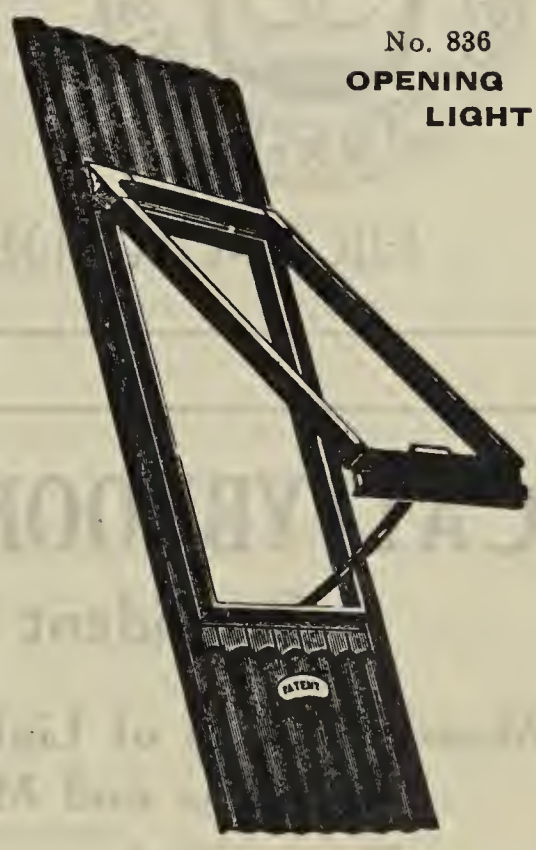
**ROOM FOR EXPANSION AND CONTRACTION.**

## GREAT SAVING OF LABOUR.

Any unskilled workman can fix glass in a few minutes.

*CAN ALSO BE SUPPLIED IN SHEETS CURVED TO ANY RADIUS.*

**OPENING LIGHTS FITTED WITH PATENT HINGE AND BACK PIECE COMBINED.**



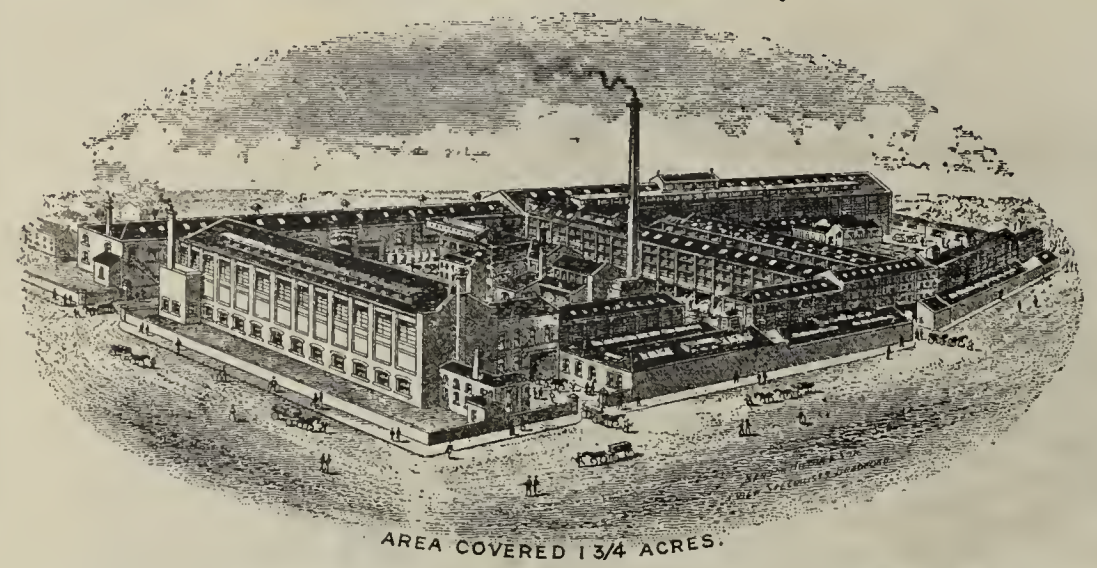

No. 836
OPENING
LIGHT

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**Also at LONDON, LIVERPOOL, GLASGOW and FALKIRK.**

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A B C 5TH EDITION.

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## CATTYBROOK BRICK CO. Ltd.

Tele{phone—**54** Bristol.
grams—Cattybrook, Bristol.

**Provident Buildings, 15 Clare Street, BRISTOL.**

**Manufacturers of Light, Dark and Plum RED FACING and MOULDED Bricks.**

**Blue** and **Buff** Bricks for Facing and Paving.

Brindle and Red **Vitrified** Bricks for Engineering, Hydraulic and Acid Works. Crushing weight over 600 tons per square ft.

**9″, 6″** and **4″ Red Flooring Quarries** and **Adamantine Tiles,** of exceptional colour and quality.

**Fire Bricks and Clay, Boiler Seatings, Flue Covers, Slabs, etc. etc.**

*Analysis of Fireclay.*

| | | |
|---|---|---|
| Silica ($SiO_2$) | 60.54 | per cent. |
| Titanic Oxide ($TiO_2$) | 1.39 | ,, |
| Alumina ($Al_2O_3$) | 20.35 | ,, |
| Ferric Oxide ($Fe_2O_3$) | 5.00 | ,, |
| Magnesia (MgO) | 0.72 | ,, |
| Lime (CaO) | 0.44 | ,, |
| Potash ($K_2O$) | 1.66 | ,, |
| Soda ($Na_2O$) | 0.52 | ,, |
| Loss when calcined over 109° C. | 8.90 | ,, |
| | 99.52 | |

# G. W. R.

The

# Great Western Railway

affords direct communication for the conveyance of passengers and merchandise between Bristol City, Bristol Docks, Avonmouth Docks, Portishead Docks, and all parts of England, Scotland, Wales, Ireland and the Continent.

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The train services are unequalled, the Corridor Restaurant Car Expresses providing all that can be desired in the way of convenience, comfort and speed.

## BRISTOL TO AND FROM LONDON, 2 HOURS.

The G.W.R. was originally constructed as a line between London and Bristol, and it is peculiarly appropriate to-day that the train service of the G.W.R. between these two points is so perfect that it has been said that "London is made a suburb of Bristol by the G.W.R. Passenger Trains." The run, of two hours' duration, is covered by superb corridor trains, with Breakfast, Luncheon or Dining Cars attached.

## BRISTOL AND BIRMINGHAM AND THE NORTH.

Frequent Corridor Restaurant Car Expresses are run between **Bristol, Birmingham** and **Wolverhampton** by the G.W. direct route via Cheltenham and Stratford-on-Avon, the journey between Bristol and Birmingham being performed in 2¼ hours. Also between **Bristol** and **Liverpool, Manchester,** the **Lancashire and Yorkshire Districts** and **Scotland,** by the direct route via Severn Tunnel and Crewe.

## "OCEAN" EXPRESSES.

The Great Western "Ocean" Expresses add greatly to the natural advantages of the Port. They run alongside the Liners, and Passengers by the Transatlantic Steamers will find their every convenience studied.

## SERVICES TO AND FROM IRELAND.

Bristol and its environs communicate with Ireland by the direct "short-sea" route via Fishguard, G.W.R. This is the shortest sea passage, and the magnificent turbine steamers sail daily, in each direction, the crossing occupying three and a quarter hours. A service is also afforded between Fishguard and Waterford, sailing from Fishguard on Mondays, Wednesdays, and Fridays, and from Waterford on Tuesdays, Thursdays and Saturdays.

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Excursion trains, at cheap fares, are frequently running by G.W.R. from Bristol to London and other large centres; also to places of interest in the surrounding neighbourhood. **Pleasure Parties** specially catered for.

## FAST FREIGHT TRAINS.

Bristol's service of Goods or Freight Expresses by G.W.R. ensures that all merchandise entrusted to the Company's care is delivered promptly.

## TRUNK LINES OF G.W.R. IN DIRECT CONNECTION WITH ALL BRISTOL DOCKS.

The Great Western Railway deals with cargo direct to and from ship's side at Bristol City Docks; also to and from ship's side at Avonmouth and Portishead Docks, over the Bristol Docks Committee's Rails.

**FOR FULL INFORMATION APPLY**

**to the Company's Bristol representatives:—**

**Passenger or Parcel Services:**

**Mr. H. R. GRIFFITHS, Divisional Superintendent, G.W.R., Temple Meads Station, BRISTOL.**

**Freight Services:**

**Mr. W. F. WILSON, District Goods Manager, G.W.R., Temple Meads Station, BRISTOL.**

**Paddington Station,**
**LONDON, W. 2.**

**FELIX J. C. POLE,**
*General Manager.*

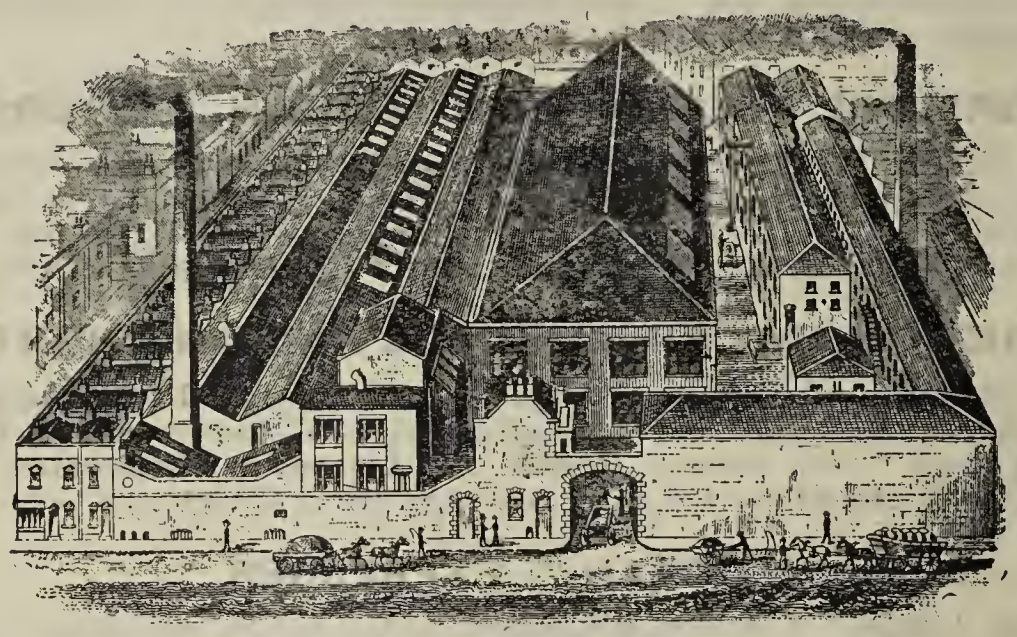
# G. W. R.

# STEPHENS BROS. & MARTIN,

*Hemp and Flax Line and Tow Spinners,*

*Weavers - Merchants and Manufacturers,*

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## HEMP AND FLAX LINE AND TOW

**Also Jute Yarns, Seaming, Roping,**

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**- Canvas, Tarpaulins, Sackings, -**

**Coaling Sacks, Coal Sacks and Bags.**

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Contractors for Government, Army and Navy, Railway, Mining and Shipping Supplies.

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TELEgrams: Stephens, Bristol.

**BRANCH OFFICES:—**

**LONDON: 5 Lime Street, and 2 East India Avenue, E.C.3.** TELEphone: 5755 Avenue. TELEgrams: Stephens, Avenue, 5755.

**BRADFORD (YORKS): 42 Swan Arcade.** TELEphone: 5107 Bradford. TELEgrams: Stephens, 5107 Bradford.

BRISTOL BATH TROWBRIDGE

# CLASSIFIED TRADE INDEX

The following are Code abbreviations:—

4th Ed.—A B C (4th Edition). 5th Ed.—A B C (5th Edition). B.—Bentley's. E.—Engineering. L.—Lieber's. M.I.—Marconi International. P.—Private. W.U.—Western Union.

## AIRCRAFT MANUFACTURERS.

**Bristol Aeroplane Co., Ltd.,** Designers and Constructors of the Highest Quality Aircraft for all Commercial, Sporting and Military Purposes, and of the "Bristol" Radial Air-cooled Aero Engines, Filton, Bristol. Telegrams. "Aviation, Filton." Codes A.1, A.B.C., B., and W.U. Telephone No. 3906 (P.B.E.) Bristol. Advt. page v.

## BOOT PROTECTORS

**John Giles & Sons, Ltd.,** Manufacturers of the "Giles" Boot Protector, Bedminster, Bristol. Telegrams, "Giles, Bristol." Code: 5th Ed. Telephone No.: 4703, 4704 Bristol. Advt. page xxix.

## BOOT & SHOE MANUFACTURERS.

**Lindrea & Co., Ltd.,** Exporters of Sole and Upper Leather, Boots and Shoes, Shoe Mercery and Grindery, etc., Bristol. Telegrams: "Lindrea, Bristol." Code: 5th and 6th Eds. and Widebrook. Telephone Nos. 3114 and 394, Bristol. Advt. Back Cover.

**E. W. Pratt & Co.,** Manufacturers of "Holdfast" Boots. Best for Miners, Farmers, Artisans, Sportsmen. In all leathers. Kingswood, Bristol. Telegrams: "Pratt, Kingswood." Telephone No. 12 Kingswood. Advt. page ix.

**H. Steadman & Co., Ltd.,** Boot, Shoe and Legging Manufacturers. Shippers to all Markets, Castle Green, Bristol. Telegrams: "Urgent, Bristol." Code: 5th Ed. Telephone No. 1456, Bristol.

## BRICK MANUFACTURERS.

**BRISTOL BRICK CO., LTD.,** Whitehall Road, St. George, Bristol. Manufacturers of Red and Blue Facings, Brindle, Common Engineering Bricks, Firebricks and Fireclay. Telegrams: "White, St. George, Bristol." Telephone No. 1255, Bristol.

**Cattybrook Brick Co., Ltd.,** Manufacturers of Light, Dark and Plum Red Facing and Moulded Bricks, Buff and Blue Bricks, Fire Bricks and Clays, Boiler Seatings, Flue Covers, Slabs, etc., Provident Buildings, 15 Clare Street, Bristol. Telegrams: "Cattybrook, Bristol." Telephone No. 54 Bristol. Advt. page xviii

## BROKERS (GENERAL PRODUCE).

**Kinnersley Brothers,** Importers and Exporters of all Raw Materials for Confectionery, Margarine, Soap Trades, 54 Baldwin Street, Bristol. Telegrams: "Kinnersley, Bristol." Code: 5th Ed. and M.I. Telephone Nos. 3866 and 3867 Bristol.

## BUILDERS & CONTRACTORS.

**William Cowlin & Son,** Builders, Ferro Concrete Contractors, Established 1834, Stratton Street, Bristol. Telegrams: "Construct, Bristol." Code: 5th Ed. Telephone No. 3132 (3 lines), Bristol. Advt. page iv.

**R. Wilkins & Sons, Ltd.,** Manufacturers of Plaster Ceiling Slabs, Enrichments, Concrete Blocks, etc., 20 Bishop Street, Portland Square, Bristol. Telephone No. 473, Bristol. Advt. page xxxi.

## BRUSH MANUFACTURERS.

**E. A. & W. Greenslade, Ltd.,** Manufacturers of Brushes of all kinds, Planes, Bellows, Forges, and Household Woodware, Thomas Street, Bristol. Telegrams: "Greenslade, Bristol." Telephone No. 754 Bristol. Advt. page xxxi.

## CANNED GOODS.

**Gedye & Sons, Ltd.,** Importers, Registered Brands: "Tiger," "Stag," "Eldorado," "Globe," "Glengarry." Nelson Street, Bristol. Telegrams: "Gedye, Bristol." Telephone No. 203, Bristol.

## CHEMICAL MANUFACTURERS

**United Alkali Co., Ltd.,** Netham Works Bristol. Head Office: Cunard Building, Liverpool. Advt page xxx.

## CHEMISTS, MANUFACTURING.

**Steele & Marsh** (David A. Evans, M.P.S., Proprietor), Manufacturing and Dispensing Chemists, Makers Medical Bath Products, Toilet and Medicinal Specialities, 6 Milsom Street, Bath. Telegrams: "Steele & Marsh, Chemists, Bath." Telephone No. 104 Bath. Advt. page xxvii.

## CIDER.

**Carr & Quick, Ltd.,** Makers of "The Wine of Devon," the Cider which stands alone, 15/16 Queen Street, Exeter. Telephone: "Wine, Exeter." Telephone Nos. 598, 599, 600 Exeter.

## CLOTHING MANUFACTURERS (WHOLESALE).

**E. Broderick & Co., Ltd.,** Wholesale and Export Clothing Manufacturers, St. James' Barton, Bristol. Telegrams: "Broderick Bristol." Code: 5th Ed. Telephone No. 683, Bristol.

**Todd & Co., Ltd.,** High-Grade Men's, Youths' and Boys' Clothing, Ready-to-Wear and to measure, Wear-proof Tweeds, Beacon Serges, Temple Gate, Bristol. Telegrams: "Todd, Bristol." Telephone No. 1728 Bristol. Advt. page xxviii.

**Chas. Willis & Sons, Ltd.,** Manufacturers of Men's, Juveniles' and Ladies' Clothing. Wholesale and Export only. Rupert Street, Bristol. Telegrams: "Rupert, Bristol." Telephone No. 1451 Bristol.

## COAL.

**East Bristol Collieries, Ltd.,** Colliery Proprietors, Coal Factors and Merchants, Speedwell Road, St. George, Bristol. Telegrams: "Coal, Bristol." Telephone No. 93 Kingswood. Advt. page xxiv.

## COCOA AND CHOCOLATE MANUFACTURERS.

**J. S. Fry & Sons, Ltd.,** Cocoas and Chocolates of World-wide reputation, Bristol. Telegrams: "Fry, Bristol." Code: 5th Ed. Telephone No. (Order Dept.) 5620, Bristol. Advt. page iv.

## CUTLERY

**Gardner's,** Broadmead, Bristol. Table and Pocket Ordinary and Stainless Cutlery, Shipping and Hotel enquiries invited. Telegrams. "Tools, Bristol." Codes. 5th Ed., L., W.U. (Universal Ed.). Telephone No. 3650, Bristol. Advt. page xvi.

## DAIRY PRODUCE.

**Wilts United Dairies, Ltd.** Dairy Produce, Fancy Provisions, Proprietors "Diploma" Brand Full Cream English Condensed Milk, Trowbridge, Wilts. Telegrams: "Dairy, Trowbridge." Code: P. Telephone No. 106, Trowbridge (3 lines). Advt. page xxvi.

## ELECTRICAL REPAIRS.

**Bristol Simplex, Ltd.,** Broadmead, Bristol. Rotors, Stators, Field-Coils, etc., repaired and re-wound, 3-phase work, Heavy Generator Repairs. Telegrams. "Efficient, Bristol." Codes. 5th Ed. L., W.U. (Universal Ed.). Telephone No. 3650 Bristol. Advt. page xvi.

## ENGINEERS.

**G. H. Haden & Sons, Ltd.,** Specialities: Heating, Ventilation, Hot and Cold Water Supply, Cooking and Laundry Plants, Heat Economisers, Drying Plants, etc., Trowbridge. Telegrams: "Haden, Trowbridge." Codes: 5th Ed., L., M.I. Telephone No. 2, Trowbridge. Advt. page vii.

**Llewellins & James, Ltd.,** Coppersmiths, Brassfounders, Bellfounders, Manufacturers of Tar Spraying Machines, General and Brewery Engineers, Castle Green, Bristol. Telegrams: "Llewellin James, Bristol." Code: 5th Ed. Telephone 3100 and 3101, Bristol. Advt. page xxix.

## FISH, GAME AND POULTRY MERCHANTS.

**Bigwoods Ltd.,** Fish, Game, Poultry and Ice Merchants, Salmon Factors, 59 Baldwin Street, Bristol, also Woolster Street, Plymouth, and Quay, Brixham. Telegrams: "Bigwoods, Bristol." Telephones: Bristol, 2741; Plymouth, 1185; Brixham, 2.

## FLAX & HEMP SPINNERS.

**Stephens Bros. & Martin,** Hemp and Flax Line and Tow Spinners, Weavers' Merchants and Manufacturers, St. Philip's Hemp and Flax Mills, Bristol. Telegrams: "Stephens, Bristol." Code: 5th Ed. Telephone No. 1111, Bristol. Advt. page xx.

## FLOUR (PATENT) MANUFACTURERS.

**Henry Jones,** Manufacturer of Jones' Original Patent Flour, "Nukake" Cake Mixture, "Ace" Custard Powder, Broadmead, Bristol. Telegrams. "Original, Bristol." Telephone No. 338, Bristol. Advt. page ii.

## FRUIT MERCHANTS.

**W. H. Eyles & Co.,** Dried, Green and Canned Fruit Merchants, and Importers, Crow Lane, Bristol. Telegrams: "Banana, Bristol." Telephone Nos. 3560 and 3561.

## FRUIT, SYRUP AND CORDIAL MANUFACTURERS.

**H. W. Carter & Co.** (Branch of Bristol Industries, Ltd.), Concentrated Fruit Syrup and Cordial Manufacturers, Table Waters, all flavours and Soluble Essences for Mineral Water Makers, Established 1831, The Old Refinery, Bristol. Telegrams and Cables: "Carter, Bristol." Codes: 4th and 5th Ed. and L. Telephone No. 733, Bristol. Advt. page 4 of cover.

## GALVANIZED IRON MANUFACTURERS.

**Fredk. Braby & Co., Ltd.,** Makers of the "Coronation" Corrugated Skylight, also "Eclipse" Brand Aluminium Culinary Ware, Ashton Gate Works, Marsh Road, Bristol. Telegrams: "Braby, Bristol." Code: 5th and 6th Ed., B., M.I. Telephone No. 946 Bristol (P.B.E.). Advt. page xvii.

## INSURANCE.

**Bristol Automobile & General Insurance Co., Ltd.** Speciality: Motor Insurances, Low Rates for Careful Drivers. Head Office: Bristol Bridge, Bristol. Telegrams: "Merit, Bristol" Telephone No. 1892, Bristol. Advt. page xxvi.

## IRON OXIDE.

**The Winford Iron Ore & Redding Co., Ltd.,** Mine Owners and Producers of Bright Red, Brown and Yellow Iron Oxide, Chew Magna, near Bristol. Telegrams: "Winford, Chew Magna." Code: 5th Ed. Telephone: Chew Magna 3.

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## IRONMONGERS.

**Iron & Marble Co., Ltd.,** Ranges, Grates, Chimney Pieces, Baths, Rainwater Goods, Nails, Builders' Ironmongery, Asbestos Cement Slates and Sheets, 33 Victoria Street, Bristol. Telegrams: "Marble, Bristol." Telephone No. 747, Bristol.

## LEATHER MERCHANTS.

**British-American Leather Co.,** Leather Factors, Import and Export, Castle Green, Bristol. Telegrams: "Balco, Bristol." Code: Widebrook. Telephone No. 2467, Bristol.

**Lindrea & Co., Ltd.,** Exporters of Sole and Upper Leather, Boots and Shoes, Shoe Mercery and Grindery, etc., Bristol. Telegrams: "Lindrea, Bristol." Code: 5th and 6th Eds. and Widebrook. Telephone Nos. 3114 and 394, Bristol. Advt. Back Cover.

## LEATHERBOARD BOXES.

**Somerset & Dorset Paper Co., Ltd.,** Makers of Leatherboard Boxes for packing everything, Boxall Works, Yeovil. Telegrams: "Boxes, Yeovil." Telephone 100 Yeovil. Advt. page xii.

## LIME MANUFACTURERS AND EXPORTERS.

**James Durnford & Son, Ltd.,** Manufacturers and Exporters, Bristol. Lime for Sugar Refineries and Building Works, Wapping Wharf, Bristol. Telegrams: "Durnford, Bristol." Telephone No. 4584, Bristol. Advt. page xxvi.

## LOCOMOTIVES.

**Avonside Engine Co., Ltd.,** Bristol. Locomotives any design and gauge. Telegrams. "Loco, Bristol." Code, 5th Ed. Telephone No. 30, Fishponds. Advt. page xxviii.

**Peckett & Sons, Ltd.,** Speciality: Tank Locomotives, standardized and built with all the latest improvements. Atlas Locomotive Works, Bristol. Telegrams: "Peckett, Bristol." Advt. page 2 of cover.

## MANUFACTURERS' AGENTS.

**Albert E. Allen & Co.,** Cotton and Woollen Goods for Wholesale only, 33 Broad Street, Bristol. Telephone No. 481, Bristol. Midlands Office: 34 Newspaper House, Corporation Street, Birmingham. Telephone No. Central 7332, Birmingham.

## MARBLE MERCHANTS AND MANUFACTURERS.

**Bristol Marble and Granite Co., Ltd.,** Marble, Granite and Slate Merchants and Manufacturers, Cumberland Road, Bristol. Telegrams: "Sicilian, Bristol." Code: A.B.C. Telephone No. 47, Bristol. Advt page ii.

## MOTOR ENGINEERS.

**S. & A. Fuller, Ltd.,** Agents for all leading makes of Cars, Kingsmead Street, Bath. Telegrams: "Fullers, Bath." Telephone No. 194, Bath. Advt. page xxxii.

**Harris & Hasell Ltd.,** West of England Distributors of Motor Cars, Commercial Motors, Tyres, etc., 141 Victoria Street, Bristol. Telegrams: "Ribbed, Bristol." Code: 5th Ed. Telephone No. 5454.

## MOTOR VEHICLE MANUFACTURERS.

**Bristol Tramways & Carriage Co., Ltd.,** Manufacturers of Commercial Motor Vehicles, 3–4 ton, 40 h.p. Chassis, Lorries, Charabancs, Vans, Omnibuses, Bristol. Telegrams: Automobile, Bristol." Codes: 5th Ed. and M.1. Telephone No. 4260, Bristol. Advt. page iv.

## OIL IMPORTERS.

**Anglo Bosphorus Oil Co., Ltd.,** "Bosphorus" Motor Oils and Greases, Gas Engine and Cylinder Oils. Unequalled "Boss" Metal Polish. Registered Offices: 11 Victoria Road, St. Philip's, Bristol. Telegrams: "Bosphorus, Bristol." Telephone No. 915, Bristol. Colonial Agents: Gillies & Co., New Zealand. Advt. page i.

**Francis F. Fox & Co.,** Oils, Colours, Chemicals and Drysalteries. Proprietors of "Motrate" Motor Oils and Greases, Little George Street, Bristol. Telegrams: "Fox, Bristol." Telephone No. 19, Bristol. Advt. page xxvii.

**Henry Prichard & Co., Ltd.,** Oil Importers, Blenders and Exporters, Grease Manufacturers, Compounders of Lubricating Specialities, Albert Road, St. Philip's, Bristol. Telegrams: "Petroleum, Bristol." Code: 5th Ed. Telephone No 3461 (2 lines).

## PAINT, VARNISH, &c., MANUFACTURERS.

**Colthurst & Harding, Ltd.,** Paints, Colours, Varnishes, Oil Boilers and Refiners, Tar and Rosin Distillers, Temple Gate, Bristol. Telegrams: "Phœnix, Bristol." Telephone No. 3931 (4 lines) Bristol.

**John Hall & Sons (Bristol and London) Ltd.,** Manufacturers of Paints, Enamels and Varnishes, Overmantels, Leaded Lights and Mirrors, Broadmead, Bristol. Telegrams,: "Hall, Bristol." Code: M.1. Telephone Nos. 256 and 257, Bristol. London: Pancras Road, N.W. Telegrams: "John Hall." Telephone No. 3456/7, Museum, London. Advt. page xxviii.

**James Rudman, Ltd.,** Manufacturers of Paints, Varnishes and Colours, etc., for the Home and Export Trade, Cambrian Colour Works, Bristol. Telegrams: "Rudman, Bristol." Telephone No. 211 Bristol. Advt. page xiv.

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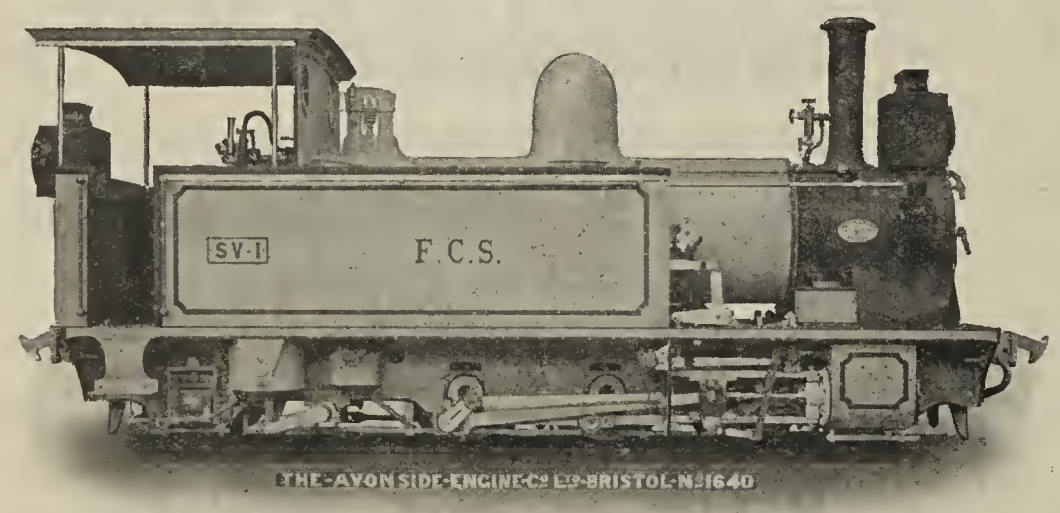
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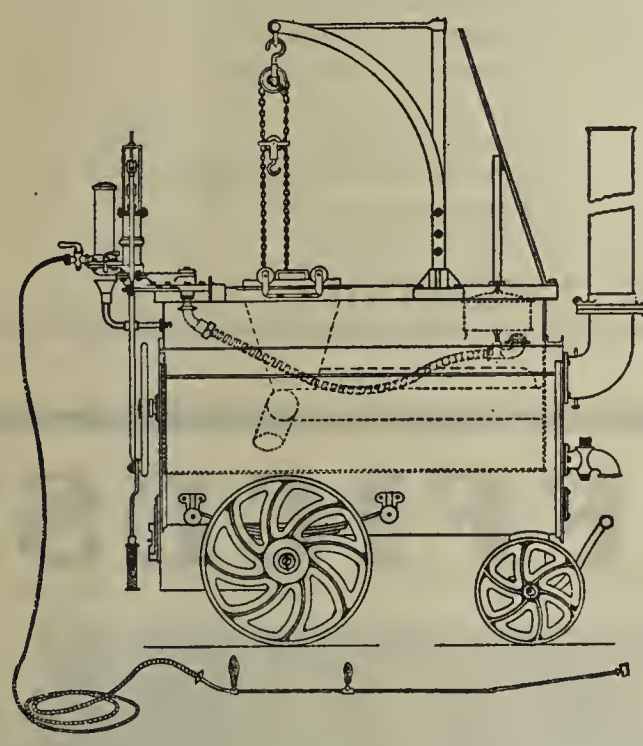
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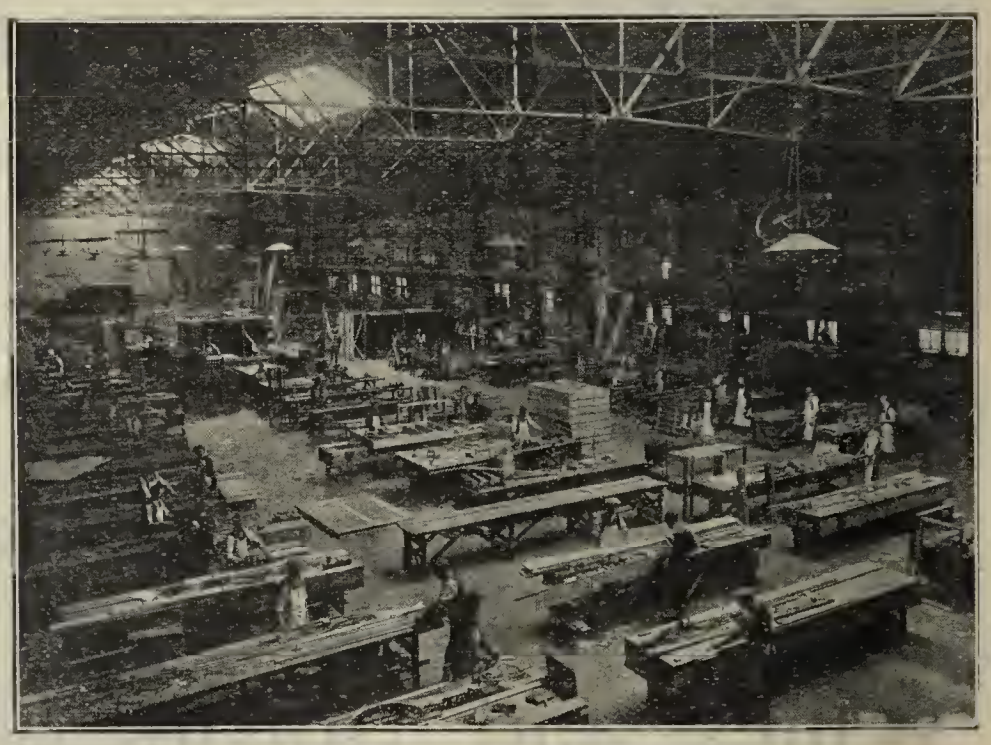


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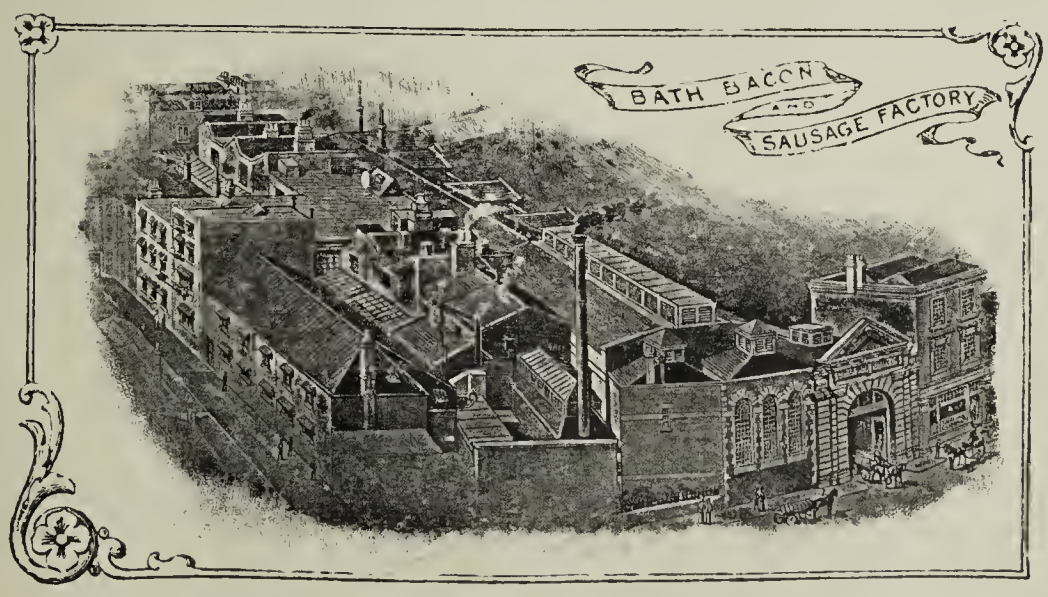
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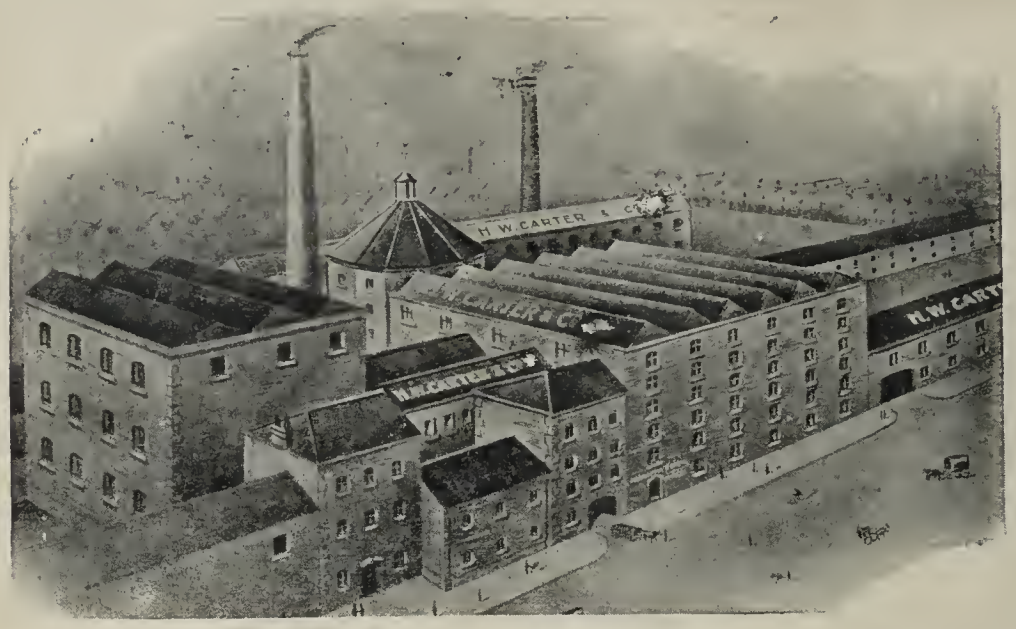
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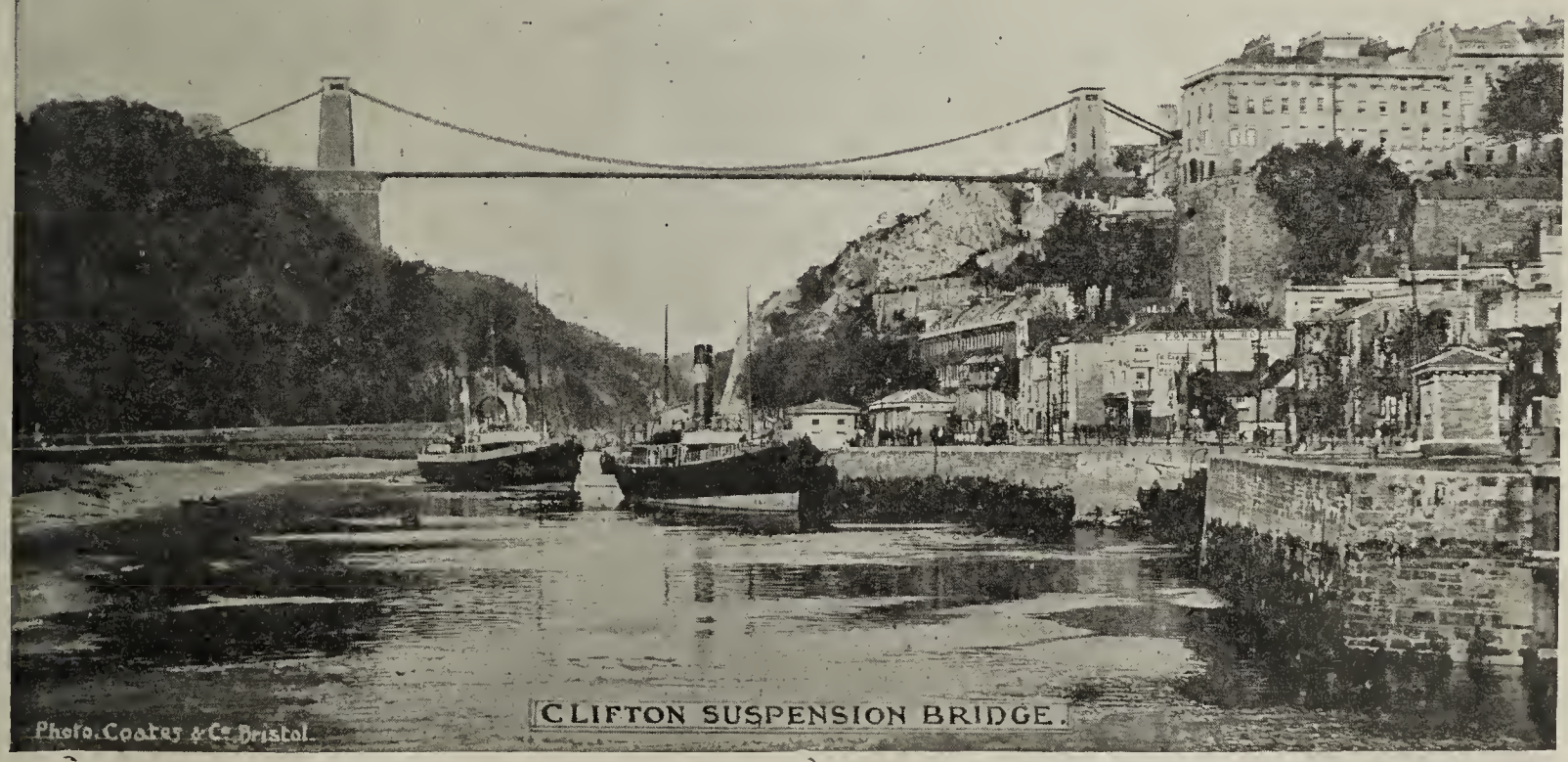


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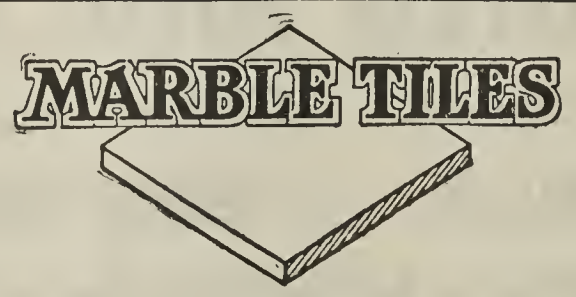
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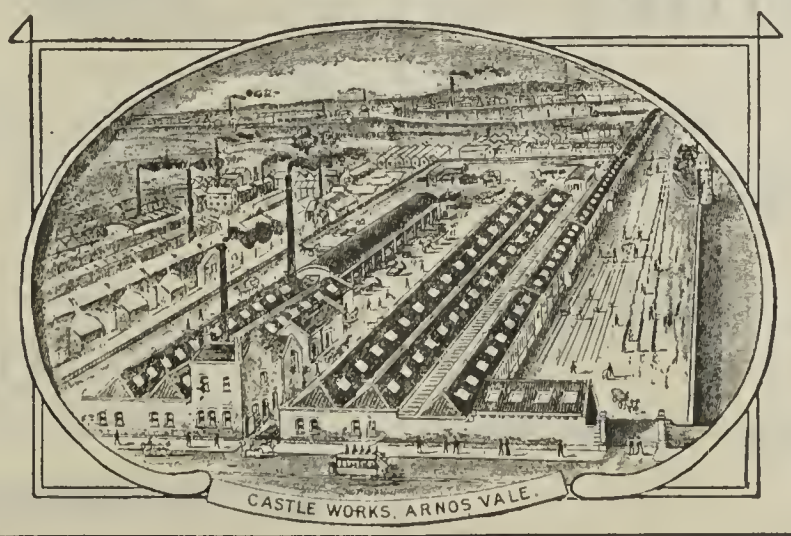
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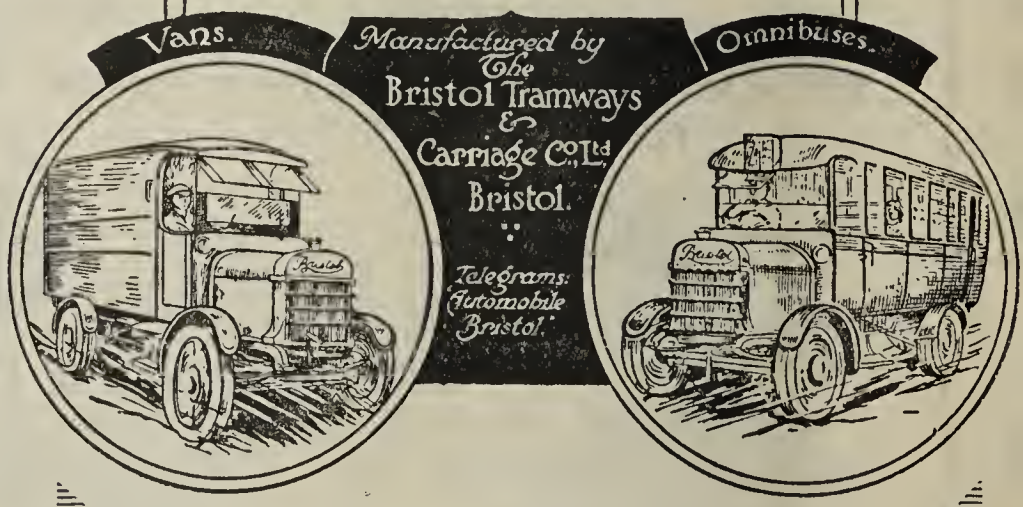
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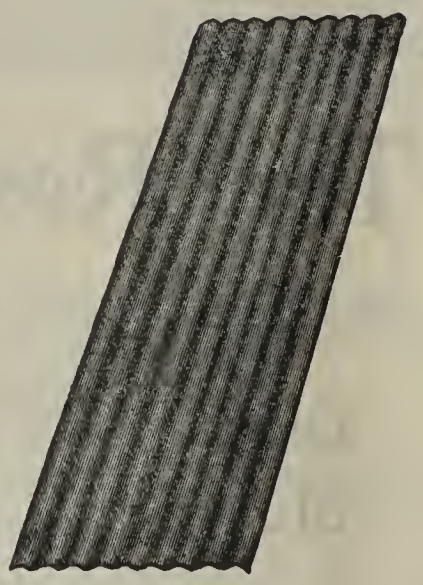
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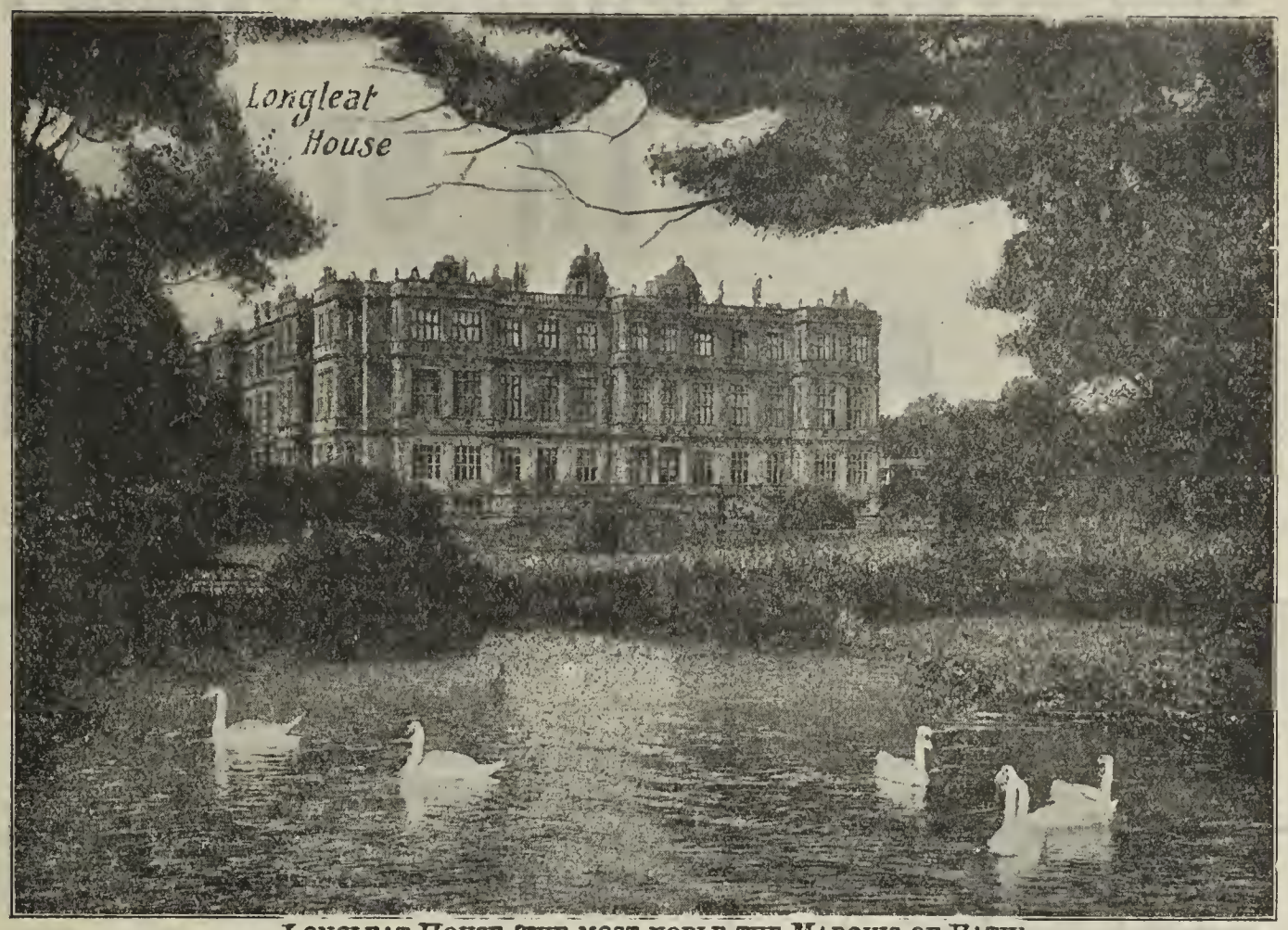
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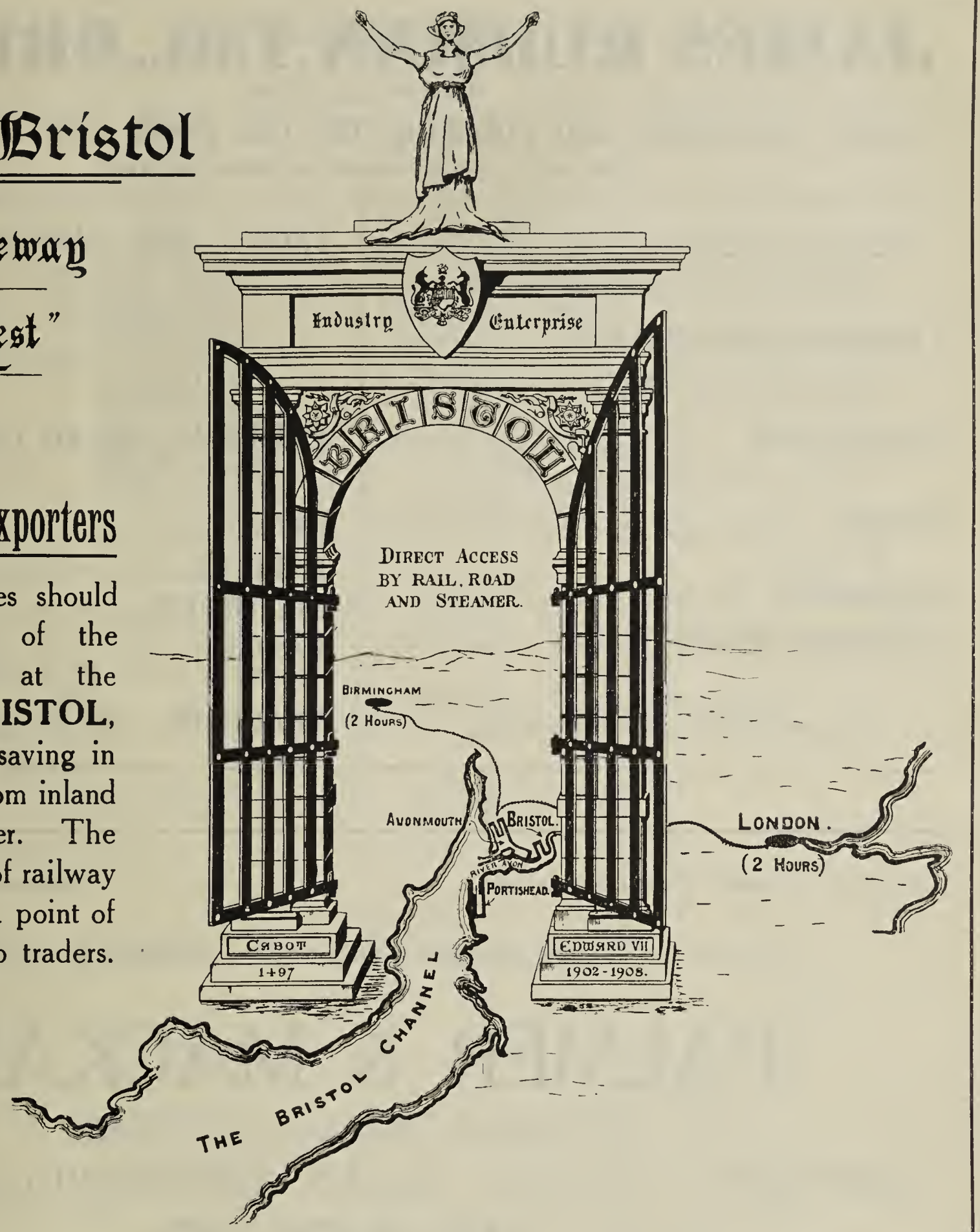
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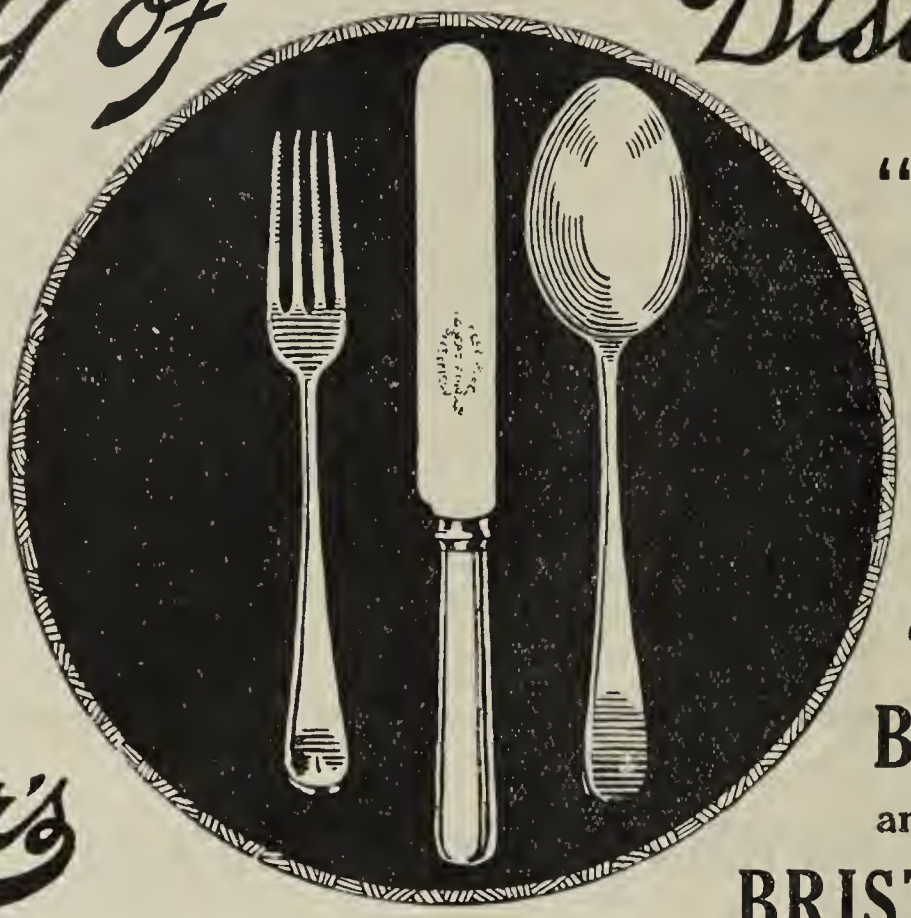
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## Editorial Notices.

*The Bristol Incorporated Chamber of Commerce and Shipping accepts no responsibility for the opinions expressed in articles or letters appearing in this Journal.*

*Space is necessarily limited, but the Editors will be pleased to consider short articles or letters on subjects of general mercantile, trade, or industrial interest, and to insert them, if possible.*

*Inquiries for advertisement spaces should be addressed to the Bristol Incorporated Chamber of Commerce and Shipping, the Guildhall, Small Street, Bristol.*

## Chamber Notices.

*Offices:—Chamber of Commerce, Guildhall, Small Street, Bristol.*

*Office Hours:*—9.30 *a.m.* to 5 *p.m.* (*Saturdays*, 9.30 *a.m.* to 12.30 *p.m.*)

*Telephone:—Bristol* 368.

*Telegraphic Address:—"Chamber Commerce, Bristol."*

*Council Meetings are held on the third Wednesday in each month.*

*The Chamber is able to give or to obtain information respecting Railway Rates and Conditions, Tariffs, Customs Regulations, Openings for Trade, appointment of agents abroad, and other commercial matters.*

*Certificates of Origin, etc., may be obtained on application to the Secretary.*

———:o:———

## ANNUAL MEETING.

The speeches at yesterday's (June 21st) annual meeting of the Bristol Chamber of Commerce were unusually interesting. They raised several questions of public importance, and upon some of them it is much to be hoped that the last word has not been said. One of these arose from a recent debate in the City Council. The Postmaster of Bristol has under consideration a scheme for giving a weekly half-holiday to postmen engaged in the Bristol area. That desire we can all sympathise with, but the approval of the general purpose does not get rid of the dislike to its being achieved by curtailing postal facilities. The City Council were asked to approve of one of two plans. The first involved a suspension of the delivery of letters normally commencing at four p.m., and the suspension of collections from local letter boxes which normally reach the head office at 3.15 p.m. That was for a Wednesday half-holiday. The alternative proposal necessitated a considerable change in arrangements on Saturday's deliveries and collections. The General Purposes Committee of the Corporation thought that the Wednesday scheme was the lesser evil of the two, and that view was adopted. But the Wednesday plan will entail inconvenience, and it is regarded with apprehension by some business men. In postal matters uniformity is of great value, and different procedure in various towns tends to create confusion. It is doubtful if the vote of the City Council should be regarded as finally disposing of this controversial question, and the remarks made yesterday tend to strengthen the demand for its further consideration. This is merely one of many themes concerning a Chamber that specially watches over the interests of commerce and shipping. Several others were alluded to at this meeting. In regard to such matters the Chamber has been active in the past, and there can be no doubt that it has exercised a valuable influence. The approach of its centenary celebration finds the organisation showing all the signs of vigorous vitality. It owes much to the presidency of Mr. Gerard Fox, during whose term the articles of association have been revised and the Council has been made much more representative than before. Mr. Fox yesterday was daring enough to make a further suggestion, one which, we hope, will receive the attention of the Chamber. He wished to see Labour or trade unionism represented on the Council of the organisation. There is much to be said in favour of his idea. People talk glibly of co-operation between Capital and Labour, but are not always so ready to put their precept into practice. Nothing can be more conducive to the production of a sane spirit in regard to Labour matters than a realisation of the conditions under which an industry has to be carried on, and it would sometimes be an advantage at a gathering of employers to have the assistance of those who could speak from the Labour point of view. The desire that some points of contact may be established with retail trade organisations is an important suggestion in course of elucidation. These signs of extending usefulness make it all the more remarkable that so many of the business community of Bristol fail to become subscribing members.

*Western Daily Press, June 22nd,* 1922

———:o:———

## PROGRESS OF BRISTOL DOCKS TRADE.

### WHAT IS NEEDED FOR CITY'S ADVANCEMENT.

#### Chamber of Commerce Annual Meeting.

The annual meeting of the Bristol Incorporated Chamber of Commerce and Shipping was held yesterday (June 21st) at the Merchants' Hall. The Lord Mayor presided.

In moving the adoption of the report and accounts, the Lord Mayor expressed regret that the Bishop was not able to be present. The report was of a very varied character. It showed very clearly the extraordinary amount of work that the Chamber of Commerce had done during the past year, and the energy and ability the President had brought to bear on the work. (Hear, hear.) The report was a standing testimony to his work and his enthusiasm. It would be out of place for him to analyse the report in detail. He was more accustomed to analyse other things. (Laughter.)

#### Export Trade.

The first thing his attention was drawn to in the report was under the head "Export from the Port of Bristol." This was an old cry in the city. It was as important to-day as it had ever been. It was a matter of great regret that there was not a greater export trade, for it was not at all proportionate to the importance of the city. How could it be fostered and increased? That was a problem that could only be solved by those in daily touch with commerce and with the needs of the various branches of commerce. It was a matter pre-eminently on which the Chamber of Commerce was well qualified to give an opinion and advice, and he believed he could say on behalf of the Docks Committee, any well-considered plan to that end would be considered by them sympathetically. The next

matter was one on which he could say something with a little personal knowledge. It referred to the heading in the report of "The Imperial Institute and the War Museum." The Chamber of Commerce had passed a resolution protesting against the suggestion to move the War Museum to the Imperial Institute. He well remembered when the Imperial Institute was started, and when this permanent exhibition was set up, and he was personally acquainted with the gentlemen charged with the organising of the exhibition. That exhibition had been of immense value to the traders of the country. It seemed to him the proposed step was taken without that serious consideration which the importance of the change that would be brought about demanded. It was a place where traders of the country and all those interested in the products of their Colonial Dependencies could go and see some of the productions and manufactured articles they supplied. In his opinion an exhibition of that sort was a great advantage to the trade of the country—(hear, hear)—and in one or two instances absolutely new industries had been started because of that exhibition. To dismiss this exhibition by the stroke of a pen was such an ill-advised step that he was not at all surprised that the Chamber had taken upon itself to protest most vigorously. He only hoped that the protest would receive the attention it demanded. (Hear, hear.)

His Lordship proceeded to refer to the conferences of West of England Chambers of Commerce, which he believed was initiated by their president, Mr. Fox. (Hear, hear.) He thought the promise of united action by the more important part of the country, known as the West of England, was a very good one for further extension of the trade. He hoped in the coming year this idea would be extended. (Hear, hear.)

### Temple Meads Railway Station and Postal Facilities.

The matter of Temple Meads Railway Station had been under consideration. If they could bring about an improvement there everyone who had to travel in or out of Bristol station would be greatly pleased. It was unfortunate that they were delayed outside the station many minutes because of want of proper accommodation. They would have noticed in the Bristol papers that a discussion occurred at the last meeting of the Council on increased postal facilities of the city. He feared with some of the trading community the discussion that took place might be misunderstood. The amendment asking for improved postal facilities in the city was defeated by one vote. They must not take that as the considered opinion of the Bristol Council. The matter was raised in a discussion that did not directly bring up the point as to whether increased postal facilities for the city were desirable or not. It was raised on a question submitted to the Council by the Postmaster as to whether Wednesday or Saturday afternoons was the better time for holidays for postmen. The point of postal facilities did not directly arise by a vote of the Council. If a notice were given that such a motion be considered, viz., that it was desirable in the interest of the city that improved postal facilities be given, it would have been carried almost unanimously. He hoped they would not take it that the views of the Bristol Council were in opposition to those of the Chamber of Commerce. (Hear, hear.)

Alluding to the subject of unemployment, the Lord Mayor referred to the density of population in this country, pointing out that it was immensely greater than that of the population in some of our Colonial possessions, and said that one might ask whether it might not be desirable in the interests of the Empire at large that those places which were distinctly under-populated should receive some of the surplus population of this country, so as to improve the prospects of those Colonial possessions. He did not think that they would thereby reduce the prospects of this country by practically anything. He knew it was a serious consideration, but one which, he thought, would have to be faced.

### Neglecting a Great Source of Power.

The Lord Mayor mentioned that he had spent a good deal of time trying to arouse in this country the idea that they were neglecting a great source of the power and energy they possessed by not utilising adequately the water power. This country was lamentably behind almost every other country in the use it made of its available water power. In the Bristol Channel there was a rise and fall of tide only equalled by one other place in the world, and yet absolutely no use was made of that rise and fall of tide for commercial and manufacturing purposes. He did not say the problem was an easy one, but it was a problem that ought to be faced, and when solved, would provide a cheap source of power. He knew that a little time ago a scheme was suggested, and some people had thought it would adversely affect Bristol, but he believed that to be an erroneous idea altogether.

### Avonmouth Telephone Rates.

The President of the Chamber (Mr. Gerard E. Fox), in seconding the adoption of the report, remarked that most of them were aware that during his year of office, he had had some rather hard things to say about the Postmaster-General, and at one time he thought he might have to say some hard things to-day. But during the last week an entire change had come over the scene. For some time now they had been pressing Mr. Kellaway to grant them a personal interview with regard to the Avonmouth matter, and until recently these requests had been met with refusal. But last Friday morning he was received by Mr. Kellaway at St. Martins-le-Grand, and he should like publicly to acknowledge his kindness and courtesy on that occasion. When they considered that on that very afternoon, Mr. Kellaway had to introduce in the House of Commons two very important Bills with regard to the Telephones and Wireless Telephony, it spoke well for the Postmaster-General that he should have given the time for an interview under such circumstances. He was able to put before Mr. Kellaway some facts in their special claim with which he admitted he was unacquainted, although in regard to the matter generally he was struck with the grasp which Mr. Kellaway had of the whole subject. While he was unable to hold out any hope that the anomaly at Avonmouth (and he frankly admitted it was an anomaly) could be rectified, Mr. Kellaway had promised to give the whole question further consideration in the light of the facts which he was enabled to bring to his knowledge. He was not without hope that before the Chamber celebrated its centenary his successor in office might be able to announce that Avonmouth was once more within the Bristol City Telephone area. They would all have seen with interest Mr. Kellaway's reference to the Worcester and Bristol Trunk Lines, and his evident desire for Telephone Extension and speeding up generally. He had also thanked him on behalf of the Chamber for what he had so far been able to do towards the reduction of Postal Charges, and in the restoration of the Sunday Evening Collections.

### Dock and Wharf Charges.

The item in the Report about these was of great importance and further developments might be expected with great interest. Some of the readers of the Chamber's journal would no doubt have perused Cosmo's letters of a hundred years ago, and it would be remembered by what leaps and bounds the trade of the Port increased when the Dues and Charges were brought more

into line with those of other Ports. Now the question of Dues and Charges was sometimes spoken of as though the only body responsible for these was the Docks Committee of the City Council. But investigation made it clear that a great many other considerations entered into the question over which the Docks Committee had no control at all. The time had gone by when they could get a single ship into the Bristol Docks because Cabot sailed from here to discover America or because they called Bristol the Gateway of the West. Sentiment was all very well in its way, but if they wanted to see the tonnage through the Bristol Docks increase, that could only be done by offering better facilities and better terms than steamers could get elsewhere. These facilities and terms depended upon the cost and the energy of labour, upon the rates and output of the stevedores, upon haulage charges and Rail Rates, quite as much, if not more, than upon those dues which the Docks Committee controlled. They would see in due course how the Bristol charges compared with those of other ports, and he sincerely trusted that everyone concerned would determine to profit by the figures, whatever they might teach them. If they all pulled together he could see no reason why Bristol should not become the cheapest shipping Port in the country, and thus give full employment to every available docker, and make the Docks a profitable proposition for the Ratepayers. (Applause.)

With regard to the Conference of West of England Chambers of Commerce, he only wished to say that he had faith in the eventual success and benefit of the Conference, and he only regretted circumstances beyond their control had so far prevented them from progressing as fast in the matter as they had wished.

He now desired to refer for a few moments to the constitution of the Council of the Chamber. Since their last annual meeting they had added representatives of the Chocolate, Shipbuilding, Cooperage, Printing and Engineering trades, and of the professions of Journalism and Stockbroking, and he might mention that they had now practically arranged, subject to the approval and confirmation of the Council, to elect to that body a direct representative of the Insurance Companies. He said a direct representative because they already had a representative of Insurance in the person of their friend, Mr. Henry L. Riseley, and he sincerely hoped that he might remain upon the Council and give them the benefit of his advice and encouragement for many years to come. But Mr. Riseley, of course, was far more than an insurance man. He was their Ambassador of Commerce and the President of the Overseas Guild, about which he would have something more to say in a moment. There were, however, still three or four other interests which might in his opinion receive consideration for representation on the Council. The first were the Railway interests. On the Council the shipping, cartage and dock interests were fully represented, and his personal view was that it would be of benefit in their deliberations and to the Commercial Community which they represented if Railway opinion could find expression in a regularised manner. Some of them might have noticed the correspondence which recently took place in the local Press with regard to the Railway and Road Transport Bill. His only comment now with regard to that discussion was that he sympathised very much with the Railway attitude towards it, and a great deal of time would have been saved to many concerned, if the Ministry of Transport had expressed their views on the subject at an earlier stage.

Then, some there would be aware that the Retail Trade Associations of the city were becoming more desirous of finding some channel through which they could give expression to their views, and it had been suggested that a Branch should be formed in Bristol of the National Chamber of Trade, which was essentially a Retailers' organisation. Personally, he had great sympathy with the desire of the retailers for some greater voice as an essential and important branch of commerce. But he said, frankly he should regret to see a separate organisation set up in Bristol until it was made clear that the existing Chamber of Commerce was unable to meet the Retail Associations' requirements. This was a matter which would come up at an early date before the Council for further consideration. But he might as well say publicly, that direct representation of the Retail Associations upon the Council would probably be a *sine qua non* if the support and co-operation of retailers as a body were desired.

The last suggestion or hint which he had to throw out with regard to representation might appear to some more startling still. Connected as he was with the Engineering trade, he rejoiced that the unfortunate dispute which had cast a cloud over that industry during the last few months, was practically at an end. That was not the place to enter into the merits of the dispute; although when he read articles, like that which appeared from its Labour Correspondent in last Sunday's "Observer," he was tempted to point out that there was another side to the question, and that as compared with the Trade Union representatives, the Engineering Employers were strangely inarticulate. However that may be, it was to him quite clear that if the trade, commerce and industry of the City and of the country were to continue to flourish and progress, it was essential that those interests which were so commonly, if misleadingly described, as "Labour and Capital" should understand each other better, and he would express the hope that at least one representative of Labour, or if they liked, Trade Unionism should find a seat on the Council of the Bristol Chamber of Commerce. If there were extremists on both sides there were also plenty of men of both parties who were willing and anxious to co-operate, and if they could have a broad-minded Labour man, such for instance as Alderman Sheppard, on the Council, he thought the addition would prove nothing but a source of strength.

In concluding his speech, the President said it seemed strange to him that in a commercial community such as Bristol and District, with over 6,000 subscribers' names in the Bristol area of the Telephone Directory, they should still only have about 400 members in the Chamber of Commerce. It seemed impossible that those commercial men of Bristol who refused to subscribe could be aware of the work which the Chamber did for them, and which the Associated Chambers did for British Commerce as a whole, and he hoped that before his successor in the Presidency retired from office he might be able to announce on their 100th birthday, that they had secured at least a thousand members. (Applause.)

He had referred just now to the Overseas' Guild, and he could not sit down without paying a hearty tribute to the good work which the Guild had done; that was of course to say which Mr. Riseley had done, even during the last year in organising deputations of British traders to various Colonial High Commissioners and Agents-General. He hoped that the Guild and the Chamber might work together for many years to come to the advancement of Bristol Commerce beyond the seas.

Finally, he wished to express his thanks to the members of Council, and to his friend, Mr. Cecil Powell, the Editor of the Journal, and to the Secretary, Mr. Hilliar and his staff for the unwavering kindness he had received from them during his year of office.

### Bristol Docks Figures.

Alderman Dyer, Chairman of the Finance Committee of the Bristol Docks Committee, explained that Alderman Twiggs was away from Bristol on civic business, and he had been asked to make the statement regarding the trade of the docks

in his place. The past year had been an extraordinary one. They had been looking forward to a revival of trade. In some instances it had revived and in many instances it had been very disappointing. They had had during the past year many difficulties. During the early part of last year there was the coal strike, and there had been other strikes since to interfere with the settling down of the trade and commerce of the country. But in giving them the figures he had that day he thought there was a great deal to be thankful for, because the total tonnage of the port for 1922 was a record one. The tonnage had been no less than 2,648,489—(hear, hear) against 2,148,665 in 1921. The figures for what had been the record year for some years past, 1914, were 2,623,425 tons. That, he thought, was a great deal to be thankful for, but of course that was made up in different ways. They might say that was the commercial tonnage, but what had the actual imports been ? He would come to that later.

The registered tonnage (foreign) again was a record one. They had had n the past no less than 1,740,013 tons against 1,483,460 in 1921, and 1,568,474 in 1914. That had been brought about in different ways, and probably some of them would have noticed that the city docks certainly did not appear to have shared in that great amount of imports. The reasons were these—that the major portion of the goods carried during the last twelve months had been carried in much larger vessels, vessels which could not be accommodated in the city docks. In past years Avonmouth Docks took about half of the imports, and the city docks and Portishead between them the other half. To-day, Avonmouth had had to take 65 per cent., while 29 per cent. reached the city docks and 6 per cent. went to Portishead. It must not be forgotten that the class of business done had necessitated a greater portion going to Avonmouth, and friends in the city would realise that it was not because the old port was not equal to take the cargoes, but because the city docks could not take the larger ships. They all hoped that trade with Russia would be reopened in time to come, when smaller vessels would be able to take their cargoes up to the city docks.

### Coastwise Tonnage Down.

Coming to the coastwise tonnage, there unfortunately he had a rather black picture. It was the lowest on record with only 908,476 tons against 935,205 in 1921 and 1,054,951 in 1914. This was due to the causes he had referred to—the strikes and, of course, the railway competition which had been going on in dealing with " port to port " traffic. The whole thing had been thrown into the melting-pot and they had to be very thankful to the owners of the coastwise lines which were running, some of them running at a loss to try to maintain trade. He hoped citizens and those who had to deal with commerce would remember that and give all the support they could, because if they lost the coastwise services they would lose a great deal that benefited Bristol.

As to imports, the total foreign imports were not a record, but were near it, and were far better than the 1921 figures and nearly up to 1914. In 1922 there were 1,821,503 tons, against 1,612,699 in 1921 and 1,839,052 in 1914. Next year he hoped they would be able to show a record. The difficulties had been great, and it was a source of satisfaction to the Committee that the returns had kept up so well as they had. They had had a great deal to put up with in regard to part cargoes, and ships had sometimes been going to three or four ports. Bristol was fortunate in having such splendid lines of steamers from America, and he hoped merchants of the city would keep them going.

### Disappointing Exports.

Coming to total exports, Alderman Dyer said these were extremely disappointing, and he could not help thinking that advantage was not taken of the facilities of the port. In 1922 the figures were 172,181 tons against 256,170 in 1921 and 316,505 in 1914. They would see that exports were becoming a diminishing quantity. It was a matter which he hoped the Chamber and the Docks Committee would take up. Goods were being manufactured in the city and taken away from the city by rail and exported through other ports. That was not as it should be.

### Dock Trade Analysed.

Referring to foreign imports, Alderman Dyer said grain played a very prominent part. They were known as a grain port, and he hoped they would long continue as such. Here they had a great many merchants carrying very little stock. When the war broke out stocks were very low, and he thought it would be a lesson in the future to see that more was kept. During the past twelve months the total grain imported was 4,165,522 tons, against 3,546,271 in 1921. It was a record. Maize showed a considerable increase, oats also, but wheat a slight decrease. Altogether they had a very successful year. Dealing with general imports, they found that petrol was again a record. There was a total of 352,803 tons, compared with 266,923 in 1921. The petroleum trade was keeping up well, and doing a very big business. Bananas showed a very considerable increase, viz., 3,843,842 bunches, as against 3,763,964 bunches in 1921, and with increased facilities at Avonmouth they hoped it would still further extend. Oranges and lemons showed a record, viz., 375,164 cases, as against 352,844 last year. Sugar was much improved. In 1914 the majority of the sugar came from Europe, but in 1922 this had diminished, and more arrived from America. It was a pity that they could not see sugar manufactured in Bristol. It had been talked about, and he hoped it would be realised. (Hear, hear.) For 1922 sugar was 66,509 tons, as against 15,883 tons in 1921. It was extraordinary that Bristol did so little in the way of provisions. The very small amount of tonnage in the provision trade was extremely disappointing. They had meetings of the Docks Committee to discuss what could be done to improve matters. If the merchants of Bristol could buy their goods and make it a provision that they should be imported through Bristol it would help considerably. Timber was a small item, and it unfortunately had never been a large one. They often heard of Bristol merchants going elsewhere to buy timber, and that was a pity.

### £8,000 Less as Rate in Aid.

The finances had come out very well, and £8,000 less was needed as rate in aid. Some said the docks did not pay because they took from the rates something like £76,000, and they would be better off without them. He contended that the docks did pay. Their sinking fund alone amounted to over £90,000 per annum, and they were only asking for £68,000. If they took the difference between those figures they would see there was a gain to the city. The trade done during the past year showed an extremely favourable position. He rather fancied he could hear one or two gentlemen saying if they had done so well why not reduce the charges. (Hear, hear.) In good time they hoped to see the charges lower. It was their desire to make the port of Bristol a popular one (Applause).

### Voice of the Church.

The Rev. Dr. Arnold Thomas, speaking at the invitation of the Lord Mayor, said it was a very kind and hospitable thought to ask two innocent creatures like the Bishop and himself to come within those precincts and listen to such interesting and important reports. He thought there were many signs of the present times that were particularly promising, and it was a promising sign that the laity and clergy, Churchmen and Nonconformists and others, were able to meet together on an

occasion like that in that friendly way. Things were not always quite the same ; in fact, he had read that in the time of Charles II, the principal recreation of the leading Bristol citizens was the hunting of Nonconformists—(laughter)—and in that exciting sport the Bishop of the Diocese of the time took a keen interest. (Laughter). It was a great satisfaction to him that in these days the members of the Chamber and merchants turned their attention rather to golf. (Applause.) That was a far more satisfactory form of recreation. He would like to say on behalf of the Churches and clergy how grateful they felt to the laity of the city for all the practical help and sympathy they received from them from time to time in their work.

The Report and Accounts were then adopted.

### Votes of Thanks.

Mr. C. T. Budgett moved, "That the best thanks be given to the President, the Vice-Presidents and members of the Council for their services during the past year." He said a tremendous amount of work had been done by them. That year they had been most fortunate in their President.

Mr. W. G. McCann seconded the motion, which was carried with applause.

On the proposal of Mr. A. S. Ray, Messrs. Gerard. E. Fox, T. B. Johnston, Henry L. Riseley, and Clare Smith, retiring members of the Council, were re-elected.

Mr. W. F. Wilson seconded this resolution.

Mr. E. T. Thornton moved, " That the best thanks of the Chamber be given the local Members of Parliament for their attention to the applications of the Council and their valuable assistance in promoting the work of the Chamber."

The proposal was seconded by Mr. Egbert Spear, and carried with applause.

Mr. G. Palliser Martin, in proposing that Messrs. Hudson Smith, Briggs, and Co. be re-elected auditors, emphasized the remark of the President as to the desirability of a greater membership of the Chamber.

Mr. J. Herbert Budgett, seconding, called attention to the fact that there was an adverse balance on the year's accounts, and said that some people had the idea the Chamber was a rich and prosperous body, and did not need support.

The resolution was carried, and the meeting concluded with a vote of thanks to the Lord Mayor for presiding, which was moved by the President.

*Western Daily Press*, 22/6/22.

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## BRISTOL DOCK DUES ONE HUNDRED YEARS AGO.

We publish below a further instalment of Cosmo's letters, through the influence of which this Chamber of Commerce was formed.

### LETTER VI.

(*November 16th*, 1822.)

### TO THE CORPORATION OF THE CITY OF BRISTOL.

Gentlemen,

Having written my last letter more immediately to the head of your Corporate Body, on account of the peculiar nature of the tax therein considered, I have for a similar reason addressed my present letter on the Town Dues to you. And the subjects relative thereto, which I propose to discuss, are the following :

1. The singular formation of the Corporation of Bristol.
2. Its power to levy Town Dues.
3. The *particular* nature of those Dues.
4. Their oppressive and partial effects.
5. And the purposes to which your Corporation apply them.

It is by numerous ancient Charters and Grants from the Crown, no less I think than fifty, that your Corporation has grown up to its present magnitude and importance. The grant of each new Charter was, I observe, frequently obtained for the acquisition of some fresh privilege, or for the confirmation or definition of some old, and perhaps disputed, or doubtful one. In the Charter of Charles the 2nd, there is a very particular enumeration of all your former Charters, which is not the case in Queen Anne's. In the latter no surrender takes place ; the new Charter being granted for the purpose of conferring " more ample liberties, profits and privileges." I allude to the peculiarities of these two modern Charters, because I apprehend it is upon the authority of one or the other of them, or both, that the powers and privileges of your Common Council are founded; and that, therefore, whenever disputes have arisen, or may arise between yourselves and your Fellow-citizens, it has been, and would again be upon the construction of these Charters, that you would rely for success. To some of the sections in these Charters, I may have occasion hereafter pointedly to refer. Upon that branch of the subject, however, on which I am now writing, I shall only allude to them to state, that it is under their authority, that the following peculiar mode of electing the Common Council, differing so widely from the formation of most other corporate cities in the kingdom, is derived, viz.

The election of your *Mayor* is made by the Common Council.

The election of *Aldermen* by the Mayor and Aldermen.

The election of *Common Council-men*, and that *for life*, by the Common Council.

The election also of *Recorder*, *Sheriffs*, *Town-Clerk*, *Coroners*, and all your *judicial Officers*, is made by yourselves.

And, what is more immediately to the purport of my present subject, it is by *By-Laws*, framed by yourselves, that you impose fines, grant rates, and levy town dues upon your fellow citizens, and direct the application of them, without publishing even to the *Burgesses of the City*, for whose benefit these rates are or ought to be raised, any account of their receipt and disbursement.*

These are indeed most important privileges which you claim, and weighty trusts which you are exercising. They are, to say the least of them, strange anomalies, which appear to be inconsistent with and repugnant to the principles of the British Constitution. The Charter granted you by Edward III. 1373, certainly contains the following sweeping authority to levy taxes :—

" And that the said Mayor, Sheriff, and forty men, and their successors, according to the necessities and profits touching the said town of Bristol, its suburbs and precincts, by their common consent shall be empowered to assess taxes upon the goods of all men of the town of Bristol, its suburbs and precincts aforesaid, of every one according to his estate, as well upon his rents, as according to his mysteries and merchandises or otherwise, as they shall see best to be done, and to levy them without impeachment of us or our heirs, the justices or other officers of us or our heirs."

* In LONDON, the *Mayor* is elected by the *Livery*.

The *Aldermen* are elected by the *Inhabitants* of the respective *Wards*, who pay *scot* and *lot*.

The *Common Council* are elected *annually* by the *Inhabitants* of the respective *Wards*, paying *scot* and *lot*.

The *Sheriffs* are elected by the *Livery*, as well as all other judicial officers, Chamberlain, &c., &c.

And an Account of the Receipts and Disbursements is PUBLISHED *annually ! !*

But the BILL OF RIGHTS says, that the subject shall not be taxed but with the consent of his *Representatives in Parliament.* And I consider it, therefore, neither revolutionary in principle, or disrespectful to your Corporate Body, explicitly to avow the opinion, that I doubt your authority to collect rates, which by their oppression and partiality are injurious to your fellow-citizens or to your fellow subjects; and that none ought to take offence by my designating such a *self-elected* Corporate Body an *Anomaly* in the English Constitution. Your Corporation is doubtless sanctioned by time, by custom, and by charter; but time, by degrees, will enervate and undermine the best constructed fabrick; custom is ever varying, and adapting itself to the progress of the human mind and intellect; and that charters were not meant to be perpetual, is proved by the number and variety, which you have at various times obtained. Charters were not intended to be the "*Monumentum ære perennius.*"—Like every other human institution, your Corporation has its imperfections; nor can you exempt yourselves from public animadversion and notice. When you respectively accepted office, you must have been aware, that your characters and conduct, both collectively and individually, would come more immediately under public observation, because we naturally look up to those, who are in authority, for good example and the just administration of the laws. The approbation of your fellow-citizens is the object of your ambition, and the reward of your labours; their censure, if you deserve it, the check and the controul, the pain and penalty, which we impose upon you. It is upon this principle that all good and free Governments are upheld. The Magistrate is dignified by the due execution of his duties; the citizen venerates and admires him for the equity and impartiality with which he performs them. With this proper understanding, and this due balance being kept up between us, YOU will administer the law with pride and pleasure, WE will cheerfully and willingly obey it; if WE infringe it, YOU will chastise and punish; if YOU pervert or abuse it, WE have equally a duty to perform, in the endeavour to rectify and restore it to its original state of purity and justice.

It would be foreign to the object I had in view, when I commenced these letters, further to comment upon the mode in which you exercise the *judicial* duties of your Corporation. Suffice it to say, that while I have resided in your city, I have witnessed with pleasure, innumerable instances of justice blended with mercy; of patient investigation and laborious enquiry into cases of suspicion and difficulty; and though there may occasionally have appeared some of those infirmities and weaknesses to which human judgment is liable, particularly in Corporations constituted like yours, where chance will elevate an individual to situations to which neither his education or previous habits had fitted him, yet upon the whole, I gladly pay the Corporation of Bristol my feeble tribute of praise for the administration of the judicial branch of its municipal duties.

I have occupied more time than I had intended upon this first division of my subject; but I thought it absolutely necessary to a clear development of my opinions, that when I am about to complain of a grievance, the character of the individuals committing it should be fairly and clearly defined.

I proceed, therefore, to the consideration of the "*Power which you claim, to levy town dues.*" And constituted as I have shewn your Common Council to be, A BODY SELF-ELECTED, in which the voice or the wish of your fellow Burgesses is not heard or represented, it is natural for every Englishman, residing within your City and subject to your jurisdiction, whether denizen or stranger, to view such a singular and important privilege with more than an ordinary degree of jealousy and suspicion. Particularly when it is matter of public notoriety, that till within these very few months, nay, perhaps at this period, I know not, whether many of the most important of your fiscal measures may not be decided upon by a previous meeting of the select amongst you, ere the subject comes to be discussed by the Common Council. Thus partaking of that most abhorrent system, in any Government, of an *imperium in imperio**

In a former letter, I think, I have presumed, that you derive your power to levy town dues from PRESCRIPTION; for I cannot suppose you will attempt to claim such a right from that monstrous clause, which I have just cited from the Charter of Edward the III.

I will, however, for the sake of arguing the question, suppose you to rest your rights upon the three following tenures. Upon PRESCRIPTION, upon the CHARTER of EDWARD III., and upon BY-LAWS which you have at different periods felt yourselves authorised to enact.

I am not a lawyer, and therefore I feel that I am treading upon tender ground; and I may find all my positions untenable.

But if they are so, and there are Charters, Letters Patent, and Grants from the Crown, in your Record Office, with which I am unacquainted; or legal technicalities not yet publicly avowed by your Law Officers, which will support you in your rights, I shall not be ashamed to confess my ignorance and error; and rest my defence, and the Rights of my Fellow Citizens upon the Basis of the following Constitutional Maxims:

"Ordinances made by CORPORATIONS to be observed on pain of *imprisonment* or of *forfeiture of goods*, are CONTRARY to MAGNA CHARTA.—2 *Instit.* 47. 4.

"No subject of England can be constrained to pay ANY aids or taxes, even for defence of the realm, or the support of the Government, but such as are imposed by his *own consent* or that of his *Representatives in Parliament.*"—Confirmed by the *Bill of Rights, Stat.* 1. *W. and M.*

"No Masters and Wardens, &c. of any mystery, or other *Corporation*, shall make any *By-laws* or Ordinances in diminution of the King's Prerogative, or against the *common profit* of the *people*, except the same be approved of by the Lord Chancellor or Chief Justices, &c. on pain of £40."—*Stat.* 19. *Henry* 7. *c.* 7.

"All *By-laws* are to be *reasonable*, and ought to be for the *common benefit*, and not private advantage of any particular persons; and must be *consonant to the public laws and statutes*, as subordinate to them."

"*By-laws* made in *restraint of trade* are *not favored.*" (By a Court of Law).

"Under a General Power to make By-laws, a By-law cannot be made to *restrain trade.*"—1 *Burr.* 12.

These are a few of the General Principles and Legal Authorities, which a slight and casual inspection of the Commentaries upon the Laws of England, and a reference to the Statutes at Large have furnished me with. And I shall oppose merely these few sound legal truisms to the present *undefined* and *unpublished authority* on which you rest your rights, in preference to entering into some more minute objections, which I could urge. These I mean to keep as a *corps de reserve*; in case what I have already advanced should be deemed worthy a reply from any of your Body.

I am aware, that I have spoken boldly—but I have endeavoured at the same time to speak respectfully and temperately. The subject cannot be discussed, or my cause succeed, without such an effort to convince you, that there are weak points in your citadel. I am conscious it is at present too strong, and too well-guarded, to take it by surprise—an explosion or a *coup*

* By the favour of some kind friend I have before me the names of the Gentlemen of your Corporation, who usually formed these previous meetings, furnished in an unguarded hour I believe, by a deceased Member of your Corporation; but as I have pledged myself to make use of no personalities, if I can possibly avoid them, in the course of the important object in which I am engaged, I will not now publish them.

*de main* are not objects of my ambition ; if I can carry on a *friendly* warfare with you, and at last make terms safe and honourable for yourselves and for my fellow-citizens, my ideas of conquest are realised. I would have brought all my facts and arguments, my heavy park of artillery, into one letter ; but the columns of FELIX FARLEY, I cannot expect, will allow me to do so. I must, therefore, lengthen the siege, and reserve my three other points of discussion for my next letter.

But I cannot conclude without thanking various kind friends for many seasonable hints and highly important *well authenticated* information ; which, though I doubt my ability to apply with success, they will find I want not courage to use.

COSMO.

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## LETTER VII.

(*November 23rd*, 1822.)

TO THE COMMON COUNCIL OF THE CITY OF BRISTOL.

GENTLEMEN,

In this letter I have altered the title, by which I address you, though it is in continuation of the subject of my last ; because after the explanation I gave therein of the peculiar manner in which you *elect yourselves*, it is more correct thus to call you, though in common parlance few of my fellow-citizens could mistake the Body to whom I was writing. Custom has so long designated you by the title of THE CORPORATION, that it would be difficult now to dispossess you of it ; but according to your Charters it is plain, that the CORPORATION of BRISTOL is the "*Mayor, Burgesses*, and *Commonalty*." The COMMON COUNCIL of the City, the Body of its Citizens that I am now addressing, is thus distinctly described in the Charter of 36th Charles 2nd, 1684. After having recited the manner of electing the Mayor and Sheriffs, it thus proceeds—"And further we will and by these presents for us, our heirs and successors, we give and grant to the said *Mayor, Burgesses*, and *Commonalty* of the city aforesaid, and to their successors, that hereafter for ever, there may and shall be, in the city aforesaid, as many and such of the better and more discreet burgesses and inhabitants of the city aforesaid, who with the Mayor and Aldermen of the same city shall not exceed the number of FORTY THREE, and with them shall be, and shall be called and named THE COMMON COUNCIL of the same city (who may be) in all things, matters, causes, and businesses of the said city touching or concerning the liberties, suburbs and precincts of the same city, and the good rule, state of government of the same from time to time, and at all times assisting and aiding the Mayor of the same city for the time being, in executing all causes and matters touching or concerning the same city."

It is peculiarly incumbent on me, therefore, thus to address you ; because it is *this Common Council* which imposes, levies, receives and applies the TOWN DUES, in the assessment of which the *Corporation of Bristol* has no voice.

The MAYOR'S DUES, as I have already stated, are levied upon *Vessels* only, according to their tonnage.

The TOWN DUES are levied upon *Merchandize* : in general after the rate of 2d. in the pound, upon *two-thirds* of the *value* of the *goods*, without reference to the place of shipment ; and in making the valuation, the amount of the Custom and Excise duties, freight and other port charges payable thereon, is included. The rate upon two-thirds only of the value also seems to be an act of mere courtesy and favor ; as the present Collector sometimes exacts the duty upon the *full* value, to assert, as he informs the Merchant, the *right* of the Common Council to *assess* upon the *full value*, if it pleased to do so.

There are certain exceptions, however, to this general mode of assessment upon the value of cargoes. The following important articles of the Foreign Trade of the Port being subject only to trifling Town Dues, in comparison with many other articles of equal and much greater bulk and weight, viz.

Raw Sugars are charged only ... ... 6d. per hhd.
Wools ... ... ... ... ... 6d. per half bag.
Wine ... ... ... ... ... ... 1s. per pipe.
Tobacco ... ... ... ... ... ... 6d. per hhd.
Rums, during the war, when the prices of Jamaica averaged from 4s. to 6s. and 7s. per gallon, were always estimated for Town Dues, at 2s. per gallon, and 2d. in the pound taken on two-thirds of that valuation. (The *partiality* of low rates on these articles will be noticed in another letter.)

It is also a remarkable feature in the exaction of any of these rates on Goods from Foreign Ports, that if the same Goods are re-exported, they are *again charged* to the full amount without the slightest reference to the first charge on importation.

These dues relate to *Foreign* Merchandize.

On articles coming *Coastwise*, the rate on almost all weighable goods, is 6d. per ton, and no charge is made on goods going from hence to British Ports. And even from this rate there are certain ports in the kingdom from whence all goods coming to Bristol are free from Town Dues, viz. the whole of Wales, and nearly all the Devonshire Ports, together with Liverpool, Southampton, Gloucester, Bridgewater and many others ; of the real ground of this exemption I am not aware, but believe it to proceed from these places having many of them purchased this advantage from the Corporation of Bristol, or having in their own Charters been able to obtain the exemption. The privilege extends also to London, where persons free of any of the city companies, if residing and carrying on business therein, and paying scot and lot, are exempted from our Town Dues on all business transacted on their account, though if they quit London and reside elsewhere, even in Bristol, this advantage is lost to them.

The freedom of the city of Dublin confers also the same privilege with respect to the Town Dues of Bristol.

From these Town Dues it should also be observed, that the Burgesses who are born free, those who become free by servitude or marriage, and *strangers* who purchase their freedoms, are exempt.

This short and simple statement of the nature and amount of the TOWN DUES, with the exemptions from them, will I conceive, enable those of my readers, who were before strangers to them, to understand the value and mode of their assessment.

They produced in the year 1777, £500 18s. 8d. only ; but their net produce in the year 1810, was £4,578 9s. 1d. So that the revenue of the Common Council on these rates alone, progressively increased during a period of 34 years, until it reached nine times its former produce, or £500 per annum increase upon an income of £500 ! !

I have an authentic anecdote or two to mention relative to these Town Dues worthy of record, particularly as their gradual and large increase is now become an object of so much importance to my fellow-citizens, and so main an obstruction to the Trade of the Port. It was about 40 years ago, that a Gentleman, *now living*, and from whose mouth I received the information, then largely engaged in the American trade, resisted the encroachments at that time beginning to be made upon the Non-Freemen for payment of these Dues ; when a deceased Alderman, in persuading him to submit to the exaction, informed him, that the Corporation (*Common Council* I should say) would be satisfied, if they could make the Town Dues amount to £600 per annum ! ! The Gentleman replied, that

the exaction therefore upon him was doubly hard and oppressive, for he actually had that year contributed one-twelfth, or £50 of the amount ! !

As another instance, either that the Common Council of that day conceived the Town Dues were an oppressive tax, or that the pecuniary wants of your Body were not then so urgent as in the present day, it is a fact, which *Merchants now living amongst us can verify*, that the first time any material rise took place in these Town Dues, it originated in a pique entertained by the then leading party of the Common Council, against an opposite party of their Fellow-citizens, who had been successful in the election of a City Member ; and these Gentlemen really compromised for penalties they, as well as the party imposing them had each incurred, by paying fines of £50, and others of £100. Wishing to avoid every political as well as personal allusion, I state the anecdote in general terms ; but from this period I date the example which was then set by the Common Council, and which has continued to the present time, of seizing every opportunity to fill its coffers from this source of revenue.

I am not able this week to give an accurate statement of the present annual amount of the Town Dues ; but I have every reason to believe, that from the rigidity and pertinacity with which they are collected, that they have considerably increased, though upon numerous articles of import there has been in some instances a total suspension, owing to our heavy port charges, and in others a material decrease.

The *Wharfage, Cranage, Plankage, Anchorage* and *Moorage* duties being under lease by your Body to the Merchant Venturers' Society, they will be considered, when I come to notice the rates payable to that Body. *The Dock Company's Rates* will be similarly noticed ; likewise the rates payable to the *Quay-Warden,* or *Water-Bailiff, Corn Meter, Licenced Porters,* &c. &c., and other *Taxes, Fees, and Perquisites*, with which the Trade of the Port of Bristol is unmercifully burthened will all be enquired into in their turn.

Notice also will be taken of the exorbitant rate of *Pilotage,* and of the abuses which exist in this branch of rates, the regulation of which by the Act of 47th Geo. 3rd is under your immediate and sole superintendance.

I am really, Gentlemen, appalled at the appearance of this Augean Stable, and the Herculean Labour it will require to cleanse it. That it must soon be purified all, even yourselves are, I believe, convinced ; or its ordure will infect, if not absolutely destroy, what little remains of the fruitage and product of a wholesome and vigorous Commerce in the Port of Bristol.

> " Gangrened members must be lopp'd away,
> Before the nobler parts are tainted to decay."

COSMO.

Note.—The fact is interesting that special privileges were still (in 1822) accorded by Bristol to citizens of Dublin. Possibly these date their origin to the close connection formerly existing between the two cities. It was from Bristol that most of the men and money were obtained which were required for the Irish expedition of Henry II (who had been educated here under " one Matthews, a Schoolmaster "). After a successful campaign the King " granted to his men of Bristow a Charter, by which the city of Dublin was given to them to inhabit, with all the liberties and free customs which those of Bristow enjoyed." It is well that Bristol is not just now responsible for the good government of Dublin, but her citizens have peculiar reason to hope that peace and prosperity will soon be established there.

C. P.

## STEAMSHIP SERVICE

### BETWEEN BRISTOL (AVONMOUTH DOCKS) AND THE PACIFIC COAST OF AMERICA.

This important service is now carried on by the Isthmian Steamship Line, for whom Messrs. E. C. Evans & Sons, San Francisco, are the general agents for the Pacific Coast.

Mr. Evans, junior, was in Bristol on June 23rd, and at very short notice a meeting was arranged at the Chamber of Commerce by the Canned Goods Trade Section to meet Mr. Evans.

Unfortunately owing to the short notice it was not possible to arrange for a large meeting, but representatives of the Canned Goods, Dried Fruits and Timber trades were present.

Mr. Evans made a very interesting statement as regards the present and future arrangements for this service. He said that his firm were very wishful to help in developing business between Pacific ports and Avonmouth, for Avonmouth was the first United Kingdom port to use and support steamers managed by his firm.

The Isthmian steamers are fast 10,000 ton 100 A1 boats. The owners have spared no expense to provide the most up-to-date freighters obtainable—special care is given to stowage of cargo ; canned goods, dried fruits, etc., are never stowed near the engines or with cargo that would damage food products.

The arrangements contemplated for the coming season are for a monthly service to Bristol (Avonmouth Docks), but if sufficient cargo is offered Mr. Evans is confident that his firm would make the service to Avonmouth fortnightly. It is all a matter of the necessary support forthcoming.

Mr. Evans went fully into the vexed question of the dates on Bills of Lading. His firm make it an absolute rule not to issue or date an " Ocean B/L " unless the goods are actually on board.

There are three classes of Bills of Lading issued by the Isthmian Line, viz. :—

(1) Ocean B/Lading for goods on board a steamer sailing for U.K. and this B/L reads : " Received on board S.S. ——— for shipment to ——— (U.K. port)."

(2) B/L which is a receipt for goods accepted in Isthmian stores for shipment when a steamer is available ; this B/L reads : " Received for shipment " and such a B/L is not proof of shipment.

(3) Occasionally shippers bound to ship on a definite date will put their goods on board a steamer at 'Frisco which is not then actually loading for U.K., but proceeding first to Pacific ports to discharge and which will return to 'Frisco at some later date to load for U.K. after discharge of the outward cargo. Such a B/L reads : " Received on board for shipment to ——— U.K. port *via Northern ports.*"

This is a B/L which importers should protect themselves against.

Mr. Evans gave his personal guarantee to the meeting that the interests of consignees would always be protected by his firm to the best of their ability, and that importers by the Isthmian Line could rely on bills of lading being correctly issued and worded as aforesaid.

Those present were quite satisfied with Mr. Evans' undertaking as regards Bills of Lading and those who have imported Canned Goods and Dried Fruits by the Isthmian Line expressed their satisfaction with the condition of the goods on arrival, and promised to give the Isthmian Line their best support.

To secure the continuance and to increase this service of steamers, which is of great value to the Port of Bristol, it is necessary to have at least 1,000 tons of general cargo by each vessel.

Such general cargo includes Canned Goods, Dried Fruits, Flour, and light Lumber—and all connected with these trades are asked to support the Isthmian Line by ordering all goods they import from the Pacific Coast to be shipped by the "Isthmian Line," which is the only line sending steamers regularly to Bristol (Avonmouth Docks) and which has stood by the trade in good times and bad.

The Canned Goods Trade Section has had a good deal to do with these steamers and any importer requiring further information can obtain same by applying to the Bristol Chamber of Commerce.

Importers in South Wales, West of England and in the Midlands can obtain through Bills of Lading *via* Avonmouth at rates which compare favourably with those *via* London or Liverpool.

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## PORT OF BRISTOL.

In the May issue of this Journal attention was called, as a matter of common interest to all traders in the West, to the warehousing facilities at the Port for general package cargo, in addition to the specialised storage for grain, frozen produce, tobacco, timber and other goods. Handling of general package cargo in the Royal Edward Warehouse was illustrated and the further views in this issue demonstrate the capacity




ROYAL EDWARD WAREHOUSE
(SHOWING CENTRE RAILROAD HAULING WAYS)

It is of interest to recall that the first steamer bringing general cargo direct to Avonmouth from San Francisco belonged to the Chargeurs Réunis Line, for whom Messrs. E. C. Evans & Sons were the agents in San Francisco. This was the first new communication by ocean steamers made possible by the opening of the Royal Edward Dock. The business started then developed steadily until 1914, when war conditions brought the service to an end. It was restarted by the Isthmian Line in 1919 and with the support of Bristol traders is likely to become a very important service linking up the chief ports on the Pacific Coast with Bristol, especially now that the Panama Canal route is available. The cut through the Isthmus saves several thousand miles of steaming and of course a corresponding saving in time taken on the passage.

and extent of the Royal Edward Warehouse, and also the facility afforded for delivery direct to railway van alongside.

* * * * * *

Promptest despatch of warehoused goods is provided for large *or small* consignments. Consignments ordered in quantities insufficient to command through trucks from Avonmouth are promptly aggregated at one point at the Docks. Thence by arrangements recently made with the Great Western Railway Company, and now in active and continuous operation, these aggregated small parcels are conveyed during day of receipt of order by motor lorry to a City Railway Depôt, so as to connect with the same day's train despatches to any point. This is effected without increase of railway rate; that is to say, small consignments are accorded this special despatch on the same terms as though they awaited a com-

posite through-truck from the Docks, and reap the benefit of equal speed of delivery as though forwarded from City depôts or warehouses.

* * * * * *

Regular Canadian Steamship Lines.—Traders will be well advised to book all possible traffic that they can in order to support and maintain the regular connections. Three large companies have between them scheduled a very fair frequency of sailings in and out, and these will be necessarily influenced by the support accorded. Traders in the West of England in regard to traffic under their own control will for obvious reasons stipulate for shipment *via* Bristol by one of these lines. They will be well advised also to exercise any influence they can bring to bear for similar routing of any traffic which they buy "delivered," or on which they do not pay the freight and therefore do not actually control.

this control shall be exercised and how far it will support or displace the present commercial channels of distribution remains to be seen. Meanwhile information has been received that a member of the Pool Board has arrived in London to make certain enquiries.

* * * * * *

Out of this the point arises with certain contingencies in view—and indeed for the purpose of effectively pursuing trade even under existing conditions—whether there is not a definite and urgent vacancy for an organisation at the Port capable of receiving consignments direct to this Port in large quantities for disposal to c.i.f. buyers on behalf of shippers. Such an organisation is not a new idea to Bristol, and the fact of its flotation at another West Coast port in recent months should stimulate amongst prominent commercial Bristolians the serious reconsideration of this problem.




Concerted action on the above lines by all traders within the Port area is a sound policy for the maintenance and development of cheaper transport, not merely for Canadian shipping but for the development of direct shipping lines generally. If a trader when ordering goods will habitually and persistently stipulate to his seller his preference for shipment *via* his nearest port, he is rendering helpful service to the transport interest of himself in common with other West of England traders with cumulative effect.

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In connection with New Zealand trade, development is possible from the formation of the New Zealand Government Meat Pool Board, who by Act of Parliament in the Dominion have taken powers to control to any extent they see fit the exportation of meat from the Dominions. To what extent

## TELEPHONE SERVICE.

*Developments.*

Important telephone developments are projected during the current financial year. £9,500,000 is to be expended on these works, £2,230,000 on trunk lines, £3,500,000 on subscribers' and junction lines, and £2,250,000 on new exchanges and extensions to existing exchanges. The main underground London-Edinburgh trunk route will be completed by an extension from Leeds to Edinburgh *via* Darlington and Jedburgh, and that from Birmingham to Bristol by the Worcester-Bristol section. Amongst other important underground routes to be put in hand are the London-Southend, Manchester-Preston, Preston-Lancaster, Colchester-Ipswich, and Edinburgh-Kirkcaldy lines. Automatic exchanges are

to be installed at Southampton, Gloucester, Swansea, Sheffield, Shrewsbury, Fleetwood, Dundee and Kirkcaldy. The developments of the London area include the establishment of new exchanges at Tottenham, Kilburn, Nunhead, Barnet, Eltham, Southall, Hounslow, Woodford, Wallington, Addiscombe and Thornton Heath, while a new exchange called Monument will be opened in Central London.

*Charges.*

The principal revisions of telephone charges which will become operative on July 1st next, are :—

(1) Reduction of 7s. 6d. per quarter (or £1 10s. per annum) in the rental for residence connexions for the first line, and 5s. per quarter for auxiliary lines to private houses.
(2) Reduction of 7s. 6d. per quarter in the rental of two-party line residence connexions.
(3) Reduction of the charge per mile for extra mileage of exchange lines from £10 to £8.
(4) Reduction of the charge for local calls from 1½d. to 1¼d. and for calls from 5 to 7½ miles from 3d. to 2½d.

Trunk line charges for distances above 35 miles will be reduced by 1½d. a call between 7 a.m. and 2 p.m., and between 7 p.m. and 7 a.m. Reduced charges for calls between 2 p.m. and 7 p.m. will come into force. For example, 3 minutes' calls for a distance of 35 miles can be obtained for 10d. ; 50 miles for 1s. 1d., 100 for 2s., 200 miles for 3s. 6d., 300 miles for 5s., and 400 miles for 6s. 6d.

*The Telegraph and Telephone Journal.*

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## POSTAL SERVICE.

### HALFPENNY PRINTED PAPER RATE.

EARLY POSTING CONDITIONS.

In future Printed Matter prepaid ½d. only must be posted in Bristol not later than as follows :—

| | | |
|---|---|---|
| At Bristol Head Office .. | 4 p.m. | |
| ,, Bedminster T.S.O. .. | 2.45 p.m. | Street letter boxes generally 1.45 p.m. to 2.45 p.m. |
| ,, Broadmead T.S.O. .. | | |
| ,, Castle Street T.S.O. .. | | |
| ,, Clifton B.O. .. .. | | |
| ,, North Street T.S.O. .. | | |
| ,, Park Street T.S.O. .. | | |
| ,, West Street T.S.O. .. | | |
| ,, Queen Square B.O. .. | | |
| ,, Redcliffe T.S.O. .. | 2.30 p.m. | |
| ,, Temple Gate B.O. .. | | |
| ,, Victoria Street T.S.O. | | |
| ,, *Avonmouth | 4 p.m. | Subordinate offices at earlier times of collection. |
| ,, *Fishponds | | |
| ,, *Kingswood | | |

* Principal Offices only.

If posted later Printed Matter will not be included in the first day mail delivery unless prepaid 1d.

The above information is published for the reason that the regulation with regard to posting before 4 p.m. (and at Town Sub-offices, &c. much earlier), or the payment of one penny in postage to ensure inclusion in the first delivery on the following day is not generally known.

It is scarcely necessary to add that the restriction in the matter of time of posting is causing considerable inconvenience and annoyance, and that the Bristol Chamber are taking the matter up. In many instances it is impossible to get commercial documents eligible for the ½d. postage rate in the post by the times stated.

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## SPAIN AS A MARKET FOR CLOTHING AND UNDERCLOTHING.

The Spanish Market for many varieties of soft goods, although somewhat limited, is well worth while cultivating, as is shown by the customs returns. The majority of British manufacturers pay but scant attention to local conditions and requirements, but descant loudly on every alteration in the tariff and pronounce Spain an impossible country to trade with. Difficult, yes—impossible, no ! And it must not be forgotten that the tariff is not aimed at killing the trade of any nation : it hits all alike. The true facts of the case are that, generally speaking, British manufacturers have not paid that attention to Spanish requirements that the market warrants ; other countries have. They have always dealt with it in a more or less perfunctory way and grumbled because their spasmodic efforts have not produced large volumes of trade. With plentiful orders from other parts of the world, Spain has been neglected, but when orders have been few and scanty from the Dominions or other customers, attention has been turned to the Peninsula markets. Needless to state that the results have not been very productive, and other countries, notably Germany, France and Switzerland, who have all been assiduously courting the trade, have picked up most of the plums. Undoubtedly, our manufacturers are largely to blame for the paucity of orders. They have failed to grasp the opportunities offering and which periodically present themselves. Take for instance the Sample Fair, held last March—an annual institution—practically no British manufacturers were represented, but the other competing nations all seized the opportunity of placing their wares invitingly before the public. When a British firm's name was to be seen it was usually the name only, whilst it was no uncommon thing to see competitive goods of German manufacture exhibited on the same stand, the same agent representing both British and German houses. Under such conditions, the wonder really is that the British do any business here at all. But there are several factors at work for them. Firstly, in the city of Barcelona alone, the British colony, imbued with British ideas and ideals, is about 1,500 strong. Secondly, quality is always looked for and usually found in goods of British manufacture. Thirdly, the average Spaniard takes very kindly to British ideas and fashions, and when a leader of even a small clique or faction takes up an idea, the others follow much as sheep do the bell-wether. Price of course largely enters into the argument, and hitherto the Teuton has been able largely to undercut the British manufacturer, and as the agent makes far more money out of goods of German origin, it is hardly to be wondered that the sales of the latter increase rapidly. Added to this the German manufacturer has made a special study of the market, his goods are always made to look attractive, they are boxed or carded in such a way to compel attention. His labels generally tell their own tale pictorially, and since sixty per cent. of the

Spanish nation can neither read nor write, the advantage of this method of attracting the public eye becomes at once apparent. Then again, he follows up this advantage by having all advertising matter printed in Spanish and very frequently in the provincial dialects, so much in use in Spain. This apparently may be deemed unnecessary; on the contrary, it is a very great asset. Although Castilian is the language of the country, there are many districts that do not understand it, spoken or written, and in Catalonia the prejudice against it is so strong that many refuse to converse except in the Catalan dialect. An advertisement in Catalan makes a direct appeal to the entire province, not alone because it is easier to understand, but because it shows the Catalonian that the manufacturer is ostensibly looking after his interests and is making a direct appeal for his support. In dealing with German competition of course, the depreciation of the mark has up to now, assisted the Teutonic trade. However, with rising factory costs and the increased prices of raw materials, it is obvious that the day is not very far distant when the difference in prices will be one of the lesser ones in competition. It will then become a question of "the survival of the fittest," and quality will be the dominating factor. And that is where Germany is falling down so badly. The amount of orders she has booked for light summer underclothing is enormous. Every store is full of German goods. They are both attractive and excellently displayed. But woe betide the unfortunate purchaser. The goods are for show only, not for wear. At first use they split in the seams and by no possible chance will a button stand the slightest strain for more than a few seconds at most. Still more frequently it is found that the so-called pearl buttons break into two pieces directly they are touched. The outcry against these goods, enormous supplies of which have literally been dumped upon the market, can be well imagined. The storekeepers have been "stung," but they have to get rid of their stocks somehow, and, as usual, the public suffers. This is a trade that undoubtedly the British manufacturer could secure at least a fair proportion of, provided he set about it in a businesslike way and not treat the Spanish trade as a side-line. Another point well worth notice is the fact that in this growing city of Barcelona, with its population of about a million and a quarter, it is practically impossible to secure any large-size clothing or underclothing, unless specially made and at exorbitant prices. The average Spaniard is of small physique, but the cosmopolitan element of the city, which runs into many thousands and is always increasing, boasts, generally speaking, of larger frame, and their requirements are greatly neglected. Frequently they are compelled to send their orders to their own countries for execution. These are liable to great delay, are frequently lost in transit, and, although the duties are fixed, there is absolutely no knowing what the customs officials may charge a private importer. The act as well as their consciences appear to be equally elastic.

The British trade in ready-made clothes might readily be extended, but manufacturers must be guided by present-day fashions and not adhere to the obsolete. One large store which openly and avowedly has a preference for British-made goods, states that they require British finish and quality but Yankee cut. As this appears unobtainable, they are compelled to import exclusively American goods for the simple reason that American cut and style have "caught on." The prices too are well above British, whilst both in quality and material they are decidedly inferior. A careful survey of this trade would assuredly repay the British manufacturer. There is one other point, and a very important one to consider when entering the Spanish market in any line of endeavour, that is the question of advertising. Pictorial advertisements, as shown above, are useful, and all printed matter should be in the language of the country and province, preferably where the goods are to be sold. By assiduously following these suggestions, the prospects for an increased business with Spain in both ready-made clothing and underclothing, are quite within the reach of British manufacturers. Space is already being booked for the next Sample Fair, which is scheduled for March, 1923, and those manufacturers desirous of entering the Spanish market would be well advised to note this.

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## BRITISH CLAIMS AGAINST BULGARIA.

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The Administrator of Bulgarian Property has, under the powers conferred upon him by Section 1 (iv) of the Treaty of Peace (Bulgaria) Orders, 1920-1922, and with the approval of the President of the Board of Trade, prescribed 30th September, 1922, as the final date by which proofs of debts by British nationals against Bulgarian nationals, and other claims by British nationals against the Bulgarian Government, must be made in order to rank for payment of the first dividend to be declared by him out of the Bulgarian assets within His Majesty's Dominions or Protectorates which are subject to the charge created by Section 1 (i) of those orders.

British nationals who have claims against Bulgarian nationals or the Bulgarian Government under Part IX (Economic Clauses) of the Treaty of Neuilly-sur-Seine, with the payment of which the Bulgarian assets above referred to are charged, and who have not yet lodged their claims upon the prescribed forms with the Department for the Administration of Bulgarian Property, Cornwall House, Stamford Street, London, S.E.1, should do so immediately, as any such claims lodged after 30th September, 1922, will only be permitted to rank against any surplus of the above-mentioned Bulgarian assets which may remain over after payment of the said first dividend.

The prescribed forms of proof of claim may be obtained on application to the Administrator of Bulgarian Property at Cornwall House, Stamford Street, London, S.E.1.

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## NEW ZEALAND STORES CONTROL BOARD.

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H.M. Trade Commissioner at Wellington has forwarded to the Department of Overseas Trade a copy of the Supplement to the New Zealand "Gazette," No. 36, dated 5th May, regarding the formation of a Stores Control Board, which has been established under the chairmanship of the Minister for Public Works with a view to the better control of purchases by the various State Departments.

United Kingdom firms interested may inspect the Supplement referred to on application to the Department of Overseas Trade, 35 Old Queen Street, London, S.W. 1.

## Editorial Notices.

*The Bath Chamber of Commerce accepts no responsibility for the opinions expressed in articles and letters appearing in this Journal. Official information and Reports of Meetings, etc., are prepared with as much care as possible, but the Chamber accepts no responsibility for any error.*

*The Editor will be pleased to consider short articles or letters on subjects of general trade and industrial interest, and insert them, if possible.*

*Inquiries for advertisement spaces should be addressed to the Bath Chamber of Commerce.*

## Chamber Notices.

*Offices:*—22 *Milsom Street, Bath.*

*Office Hours:*—9.30 *to* 5 *p.m.* (*Saturdays*, 9 *a.m. to* 12 *noon*).

*Telephone:*—876 *Bath.*

*The Chamber issues Certificates of Origin for all countries where required. Also Identity Certificates and Certificates for Export of Samples.*

*Members desiring information on any commercial matter are invited to communicate with the Secretary*

*Disputes and differences arising out of commercial transactions may be referred to arbitration under the arbitration rules of the Chamber.*

## Membership.

*The Secretary will be pleased to furnish particulars on application.*

## Meetings.

*In addition to the Annual General Meeting in January, General Meetings of the Chamber are held in February, March, April, May, June, September, October, November and December*

## General Purposes Committee.

*The General Purposes Committee meet on the third Friday in each month or oftener, if necessary, at the Offices of the Chamber, 22 Milsom Street, Bath.*

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# PRESIDENTIAL BADGE OF OFFICE PRESENTED.

### Postmaster-General Congratulated.

### Newton Road: Value of Constructive Criticism.

A monthly meeting of the Bath Chamber of Commerce was held at the Guildhall on May 29th, there being a representative attendance of members. The President (Mr. David A. Evans) occupied the chair.

### New Members.

Mr. George F. Isaacs, outfitter, of Cheap Street, and Mr. A. G. Blagrove (Jaeger Co., Ltd.), of 10 New Bond Street, were elected as new members of the Chamber, and the President offered a hearty welcome to them and to a number of others recently elected.

### A Badge of Office.

An interesting little ceremony followed—that of the presentation of the President's badge of office. This is of a very handsome character, and the artistically designed emblem is attached to a navy-blue silk ribbon.

In making the presentation, Mr. E. P. Mallory (Vice-President) said it gave him the greatest possible pleasure to do so, as it was to a Chairman of the Chamber of Commerce well worthy to receive and to wear it. (Applause). Doubtless that Chamber should have had such a badge before, certainly within recent years. He was sure that it would be conceded that the present position of the Chamber was almost entirely due to the energetic example shown by their late chairman, Mr. Nesbitt Wood, and so ably followed and maintained by their present chairman, Mr. D. A. Evans. (Applause).

### President's Zeal and Enthusiasm.

He recently read the description of a man who exaggerated, in speaking of once, twice, thrice: he said, "Once is often; twice is generally; three times is always." Their Chairman was occupying the chair by the unanimous wish of the Chamber for the third year, and some of them would wish that it was a case of always (applause), because he seemed to be untiring in his efforts, and in the keen interest he displayed in their affairs. He was sure that no Chairman could be more worthy to wear that badge—to inaugurate it, as it were—and when it was handed to his successor he trusted, like the mantle of old, it would carry some charm, inspiring in others a portion of Mr. Evans' zeal and enthusiasm. (Applause).

Mr. Mallory then decorated the President with the badge amid loud applause.

### The President's Response.

The President, in responding, thanked Mr. Mallory for the kind way in which he had introduced the matter in relation to the presentation of that interesting symbol of office. He felt with the Vice-President, that that badge should have been in the possession of the Chamber for some years past. He did not aspire to claim that the success of the Chamber had originated during the three years in which he had occupied the chair as president. Sometimes it was said, "Away with empty symbols," but he felt that it was rather useful at times to have a symbol for the Chairman, or President to wear on certain public occasions. In many cities the badge of office of the President of the Chamber of Commerce had often surpassed the badge worn by the Mayor. (Laughter). He thought of their sister town of Trowbridge, where the badge was a very formidable affair, and one that required a great deal of strength to bear it. (Renewed laughter). But the Executive had fortunately decided that their badge should be held by a silk ribbon, and, therefore, it made his task very much easier. (Laughter).

### "Evens" With the Mayor.

At this point the Mayor entered the room, and the President observed that he was glad his Worship had arrived, because he felt very proud to be wearing that badge. It was nice sometimes to be somewhat upsides with the Mayor of one's city. (Laughter). He had often envied the Mayor's badge. He would do his level best, during the remaining period of his office, to wear the badge with dignity, and to represent them on all occasions with that necessary dignity which befitted a

Chamber of Commerce. In conclusion, the President expressed the hope that he would hand the badge on unsullied to his successor. (Applause).

### Congratulations to Postmaster-General.

Referring to the reductions in the postage rates which came into force that day, the President said they, as a Chamber, having expressed such strong views on the subject from the beginning to get them, felt that it was due to the Postmaster-General for having so ably carried them out, to extend their hearty thanks to him. He was sure they, as a Chamber, felt very proud that the Postmaster-General had been so business-like in his dealing with that matter. (Applause). It would affect every business man, and do very much to promote the welfare of industry and business, and indirectly help unemployment considerably. He would like the Secretary to read the letter which the Executive decided to send to Mr. Kellaway, to show him that having received favours they were prepared to render him their hearty thanks.

The letter to the Postmaster-General, which was read by the Secretary, was as follows: "Dear Sir,—At a recent meeting of the Executive Council of the Bath Chamber of Commerce, a resolution of congratulation was passed to you on the able way in which you have, during your term of office, dealt with the postal financial conditions of Great Britain, and the pleasure the business community feel at the prospect of reduced postal and telephone charges. An expression of hope was made for a return to Imperial penny postage, and that a reduction in parcel post charges would be able to be announced by you previous to the introduction of the next Budget."

The Secretary added that the following reply had been received to that letter:—"Mr. Kellaway asks me to acknowledge your letter of the 25th instant, and to convey to your Chamber his best thanks for the resolution they passed in regard to the reductions in postal and telephone charges."

### The Condition of the Newton Road.

The President stated that the Mayor had taken a very powerful and helpful action in the matter of the Newton Road, and the Secretary would report that, owing to certain facts having arisen, it was not necessary for the Chamber to take action.

The Secretary said he was asked to take up the matter of Newton Road, which had been so much under debate lately, at that meeting, as special business. But he felt it was hardly necessary to do so, as he understood the road was now under repair. Otherwise the matter would have been taken in hand at once, and they, as a Chamber, would have supported the City Council and other bodies in pressing that the road, which had been such a great trouble to motorists, should be immediately repaired.

Mr. Austen mentioned that only the tram track was being repaired, and very little of that.

The Mayor said the tram track had been the impediment. Directly that had been dealt with the sides would be tackled.

The President said they were very grateful to the Mayor for his action, and for suggesting an alternative route through Kelston. (Applause). It showed the value of constructive criticism, he added.

The May meeting of Bath Chamber of Commerce will be memorable for the fact that it marks the inauguration of a badge for the President to wear at meetings of the Chamber and at public functions in which the Chamber is represented. The symbol of office presented to the President (Mr. D. A. Evans), who is in his third year of office, was designed and made by Mr. E. P. Mallory, who, as senior Vice-President and prospective successor to Mr. Evans, had the honour of placing the ribbon from which the badge is suspended round the neck of the present occupant of the presidential chair. It is a badge of which the Chamber may well be proud, and Mr. Evans is naturally very pleased to be the first to wear this new emblem of his office. The badge is of solid gold, and its dimensions are 4in. by $2\frac{3}{4}$in. Above the Bath arms and a figure emblematical of progress is a white scroll bearing in gold letters the name "President." The badge is bordered with deep blue enamel, on which is engraved in gold "Bath Chamber of Commerce." The sword in the shield is picked out in deep red, and this adds materially to the effectiveness of a well-designed and nicely executed example of the goldsmith's art. The badge, which is attached to a wide navy-blue ribbon is being exhibited in its silk-lined case in a window at Mr. Mallory's shop in Bridge Street.

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## THE BATH SPA ATTRACTIONS AND SHOPPING WEEK, 1922.

Held during the last week in May, the enthusiastic promoters of this ambitious scheme for the advertising and advancement of the City, were singularly fortunate in the weather, as not a drop of rain fell during the whole period.

The selected judges of the Window Displays and the adjudicators of the Literary Competitions were highly pleased with the work they had to undertake.

The shops of Bath, always attractive in themselves, vied in friendly rivalry to outdo each other in artistic arrangement and effect. Never in living memory have the ladies who were attracted in their thousands to the leading thoroughfares, been so fascinated in viewing the latest fashions of the day which were shown to the best advantage under natural and artificial lights in the high-class Drapery establishments with which the City abounds.

The Provisions, Grocery and Flower emporiums made a brilliant show. The Jewellers, Chemists, Booksellers and Fancy Shops, and also the Pianoforte houses contributed in many original ways to demonstrate the skill of the window-dresser to attract the eye of the passer-by, and so assist in the development and advantage of the businesses.

The outdoor attractions were numerous, and comprehensive, including as they did, Competitions for the best-decorated Business Vehicles, Motor-cars, Vans, and Lorries.

The al-fresco Concerts drew large audiences to listen to one of His Majesty's Bands, Dancing on the Green, and Old English Sports.

The "Spotting" Competitions were exceedingly popular amongst the youth of the City, but one would advise other towns who are thinking of having a Shopping Week to very carefully consider whether these Competitions are advantageous or not in the success of a week, as they undoubtedly bring into the streets an element who pin their noses to the window-panes, which is not always to the benefit of the shop-keeper or to the convenience of would-be customers.

Bath has made an innovation in the art of City Advertising which it can look back to with no little satisfaction, and which will no doubt be repeated in course of time.

H.B.M.

# ODES TO BATH.

## TWO OF THE "COMMENDED" POEMS.

### Bath Spa Attractions and Shopping Week.

The following are two of the Odes to Bath which were commended by the adjudicator, Prof. Saintsbury. They are both by Mr. W. A. Walker.

### ODE TO BATH.

I.

Since the first glad morn when Time was born,
When coy Romance shunned Love in the dance,
When Poesie stirred and the Pan-god heard
The call o' the dawns, that silver the lawns
Where the fairies trip and the dew'd blades dip ;
Since that far-away in the world's young day—
Since Life began with its Masque of Man,
Thou hast stay'd Thought's flight in a tranc'd delight,
Thou hast gilded a page in Life's drab age—
Dear city of dreams ! home of twilight themes,
With the scent of a flower in each memoried hour !

II.

O Florence of skies that our English eyes
Can never forget ! O city that's set
Like a silver star in Time's space far !
As a song-lit shrine is each terrac'd line
Of crescent and square, whiles the soft sweet air
Laps the stately stone and the spire-points lone ;
How brave the array of the green and the grey
Of thy warder hills and the vales and the rills,
And the river's thread in its sinuous bed !
What heirlooms thine, dear city of mine.

III.

Full fair are the ghosts and the echoing toasts
That linger still, despite Death's will,
In thy haunted streets ! How memory meets
With dead Renown ! How peer and clown
Still jostle and pass across the grass,
Where once was set the minuet !
Peruke and chair, belles frail and fair,
Beaux pert and smart still play their part
In flowered brocade ; through light and shade
Still flit and glide in ghostly pride !
From doorways deep in silence sweep
The crinolines of other scenes ;
Each laughing swain, now mute, still fain
To court his Jane down Rosemary Lane,
Or Phyllis greet, so coy and sweet,
Beside the stile, where violets smile !
Ogling the fair, still take the air,
'Prentice and cit and courtier-wit ;
On gay Parade, see ! hush'd and staid
Strut slim young page and well-wigg'd age ;
Gallants by score, Fashion and Lore !
No link-boys shout at ball or rout,
But still in chair maids debonair
Are borne aloft, like snowdrifts soft ;
And satins gleam and moonbeams dream,
As once of yore, at Fashion's door !

IV.

They cannot die, those hearts so high,
That built and schemed, that played and dreamed,
That carved for Bath its magic path
Down glades of Time and Fame and Rhyme—
They gave their best for us to test !
They sleep their sleep that gambled deep
In the lap of Chance, that took their dance
On the boards of Life and Love and Strife.
Great men of song—souls that were strong
To dare the wave, to keep and save
Their birthright's fame from hint of shame !
Souls—some of ease ?—it may be these
Made life a jest and a golden quest.
Yet they played their part in yon dim mart,
And we, their sons, as the dial runs,
Are pledged full deep their toasts to keep ;
To hold right fast the storied past ;
To build anew on the stones laid true ;
To play the same straight strenuous game !

W. A. Walker.

### TO THE CITY OF BATH: A POEM.

I.

O Queen of Cities ! haunt of dreams
That all men prize ! how may one tell
On Thought's sweet rosary the themes
That thy long aeons hold in spell ?
How garner from the Past's rich grain
Thy golden harvest of Romance ?
How call to this drab life again
Thy hands of Love, thy feet of Dance ?

II.

Thy long years pass in stately guise
Adown the avenues of Time,
And where each winsome shadow flies
We catch the semblance of a rhyme :
We mark some tender transient thought,
We hear a gallant's echoing call,
And memories such as gold ne'er bought
Drop to our hearts in treasur'd fall !

III.

Yet how bring back the days that were ?
The eves of rout and civic ball ;
The sunlit hours, in which the fair
Ogled their love-sick swain ; the call
Of post-chaise, as it rumbled through
Thy cobbled streets ; the bells aflame
In riot through the wondering blue,
As news of victory swelled and came.

IV.

How scan afresh thy living dead
That move in ghostly triumph yet ?
The gallant souls that wooed and wed,
The swaying crowds that daily met.
Here, 'neath thy Abbey shadows, see !
They took the air in promenade ;
They drank thy waters plenteously,
As health desired or Fashion bade !

V.

How tell again the great and true,
That wrote thy name on storied page ;
That planned and built, that schemed and drew
The best of life from age to age ?
Beau Nash and Wood, Allen and Pitt,
Pope, Wolfe and Nelson—lambent flames,
Thy beacon set on high, these lit !
Bath's brave imperishable names

VI.

Prince Bladud's swine of years now dim ;
The Roman phalanx on the Fosse
In serried order, iron-grim ;
The palmer with his staff and cross ;
The rapine and the fire that grew
As Saxon hordes leapt down thy vale ;
The banners, where the raven flew,
Of Danish hosts turning hearts pale :

VII.

These—these were thine, O little town
(An heritage of hate and lust !)
That thou did'st glean from hill and down
In centuries long dead and dust !
How far a cry from Bladud's page
To Chesterfield and Sheridan !
What other city wears its age
Like thine, in records kept of man ?

VIII.

Ours is To-day ! To us must fall
The keeping of thy scroll and deeds ;
The housing of the souls that call
From out thy streets and vanished meads
We love thy honour and their fame ;
We hold thy grey Imperial Past !
Oblivion may not fall, nor shame
Across thy breast its shadow cast !

IX.

Rest, rest ! dear Mother City ours,
In pomp of grey memorial stone !
Thy streets and crescents, spires and towers,
Have set thee on a peerless throne ;
Thine argosies of happy Time
Are safe with us, thy sons that love—
While Avon runs to the Abbey chime,
While stars are lit by Fate above !

6 Percy Place, Bath. W. A. Walker.

———o———

## The Importance of Advertising.

The following is an extract from a speech by Sir Alfred Mond, Minister of Health, at a meeting of the Swansea Chamber of Commerce :—

" In the present state of trade there is only one thing that can help, and that is not to be afraid to spend what is left trying to induce people to buy goods. There is a tendency for people who know all about a thing to think that other people know the same. The ignorance of the buying public, I think, is not taken into account. There is no doubt that a great deal more in the way of selling things could be done if people would expend more money on advertising. '

*This, the eleventh of a series of announcements dealing with*

# BATH as a Spa

*gives a few of the attractions of Bath during the Summer Season.*

During the Summer Season Bath is as enjoyable as a Holiday Centre as it is effective as a Health Resort.

For beauty and variety of interest Bath stands alone. On the hillsides of the winding valley of the Avon, its Georgian crescents, squares and old-world streets recall nearly every famous name of the 18th century.

The most perfect Roman remains in Britain indicate the value attached to the Hot Springs of Bath in the First Century when the great Bathing Establishment —perhaps the oldest curative institution in the world— was founded.

For many complaints a Summer cure is particularly efficacious—combined with a holiday it becomes very enjoyable.

In the beautiful Parks and Gardens for which Bath is famous, there is music thrice daily throughout the Summer Season, and tennis, bowls, golf, boating and other sports provide entertainment for visitors.

As a centre for motor tours Bath is unequalled. Private cars and comfortable motor charabancs run at moderate prices to Wells, Cheddar, Glastonbury and Stonehenge, and to the picturesque villages, breezy open downs and charming combes of the West Country.

*The next announcement will be " What Famous People have said about Bath."*

*Illustrated Handbook, List of Hotels and Apartments, and Summer Season programme, will be sent on application to*

BATH. John Hatton, *Director of the Spa.*

## Chamber and other Notices.

*Office :*—52 *Fore Street.*

*Office Hours :*—10 *a.m. to* 5 *p.m. Wednesdays to* 1 *p.m.*

*Telephone :*—115.

*Commercial Publications :—Books of Reference, Board of Trade and Consular Reports, etc., are at the service of the members and may be seen at the Secretary's Office.*

*The Secretary will be pleased to answer Railway, Postal, Fiscal and other enquiries on commercial matters, or will obtain special information from Government Departments, Consuls abroad, etc.*

*The Commercial interests and prosperity of Trowbridge and district are the Chamber's chief concern.*

*The Chamber issues Certificates of Origin for all countries where required.*

*Meetings :—The Council meets at the Town Hall, on the last Monday in each month. The Chamber meets quarterly, notice of which is sent to members.*

———:o:———

## MONTHLY MEETING.

The Monthly Council Meeting, held at the Town Hall on May 30th, was well attended, Mr. Sidney Smith presiding. It was agreed to invite Mr. Durden, of Exeter, to address a meeting of all traders on the question of a Shopping Week, there being a difference of opinion as to the desirability of holding one.

It is good news that the Cloth Mills are in full work, one in particular being very full of orders for the Japanese market. The engineers have also now returned to work, although we understand that several contracts have been lost owing to inability to execute to time.

The trade in leather, both in dressing and in made-up goods is satisfactory, and a good many export Certificates have been issued to Japan and Belgium.

———:o:———

## RAILWAY RATES.

DEAR SIR,

The Trowbridge Chamber strongly supports the following resolution :—

> " The Bradford Chamber of Commerce hereby expresses strong disappointment that the Railway Companies, in their recently announced reductions in Railway Rates, have not adequately met the situation, and desires to point out that the reductions are not commensurate with the fall which has taken place in wholesale prices, and no consideration whatever has been given to rates on general merchandise.
>
> The Chamber therefore urges that the Railway Companies should assist in the rehabilitation of trade by an all-round reduction."

## CLAIMS AGAINST RUSSIA.

17th *June*, 1922.

DEAR SIR,

With reference to my circular letter of the 12th June, I am desired by the Clearing Office to inform you that only those firms who have not already registered their claims are affected, and that such claims should not be addressed to the Clearing Office, but to THE RUSSIAN CLAIMS DEPARTMENT, BOARD OF TRADE, CORNWALL HOUSE ANNEXE, WATERLOO BRIDGE ROAD, LONDON, S.E. 1. For your information I append copy of a Notice which appeared in the Board of Trade Journal in the issue of June 1st of this year :—

> " In order that the Register of Claims against Russia may be completed as early as possible, persons, firms, and companies of British nationality having claims which have not yet been registered are reminded that these should be recorded with the Russian Claims Department, Board of Trade, Cornwall House Annexe, Waterloo Bridge Road, London, S.E. 1. Forms for the registration of claims can be obtained from the Department on application.
>
> The attention of claimants who have already registered their claims with the Department or with the Foreign Claims Office or the Public Trustee, is particularly called to the fact that in such cases no further notification is required.
>
> It must be understood that the registration of a claim does not imply any undertaking on the part of H.M. Government to put it forward or any assurance that if put forward it will be satisfied."

In order to avoid unnecessary delay all communications should be addressed to the Russian Claims Department as given above.

Yours faithfully,
R. B. DUNWOODY. *Secretary.*

———:o:———

## THE MARKING OF GOODS IMPORTED INTO THE UNITED STATES.

*9th June*, 1922.

DEAR SIR,

The Secretary of the American Chamber of Commerce in London has been good enough to send me the appended copy of a letter dated 7th June, which he has received from the American Consul-General in respect to the Marking of goods imported into the United States.

I should be glad if you would kindly draw the attention of your members to these provisions.

Yours faithfully,
R. B. DUNWOODY, *Secretary.*

(COPY.) AMERICAN CONSULAR SERVICE,
18 CAVENDISH SQUARE, W. 1,
*June 7th*, 1922.

The Secretary, The American Chamber of Commerce,
8 Waterloo Place, S.W. 1.

SIR,

I am instructed by the Secretary of State to bring to the attention of shippers of merchandise from this country to the United States the provisions of law with respect to the marking of imported goods and to inform them that these requirements are so frequently overlooked as to result in considerable congestion of detained merchandise at the larger ports at all times. At the port of New York alone it is estimated that

upwards of 1,000 importations per month are withheld from delivery by the Customs authorities until the goods can be properly marked.

In the interests of practical trade relations between Great Britain and the United States, I trust you will take such steps as may be possible to advise intending exporters that all goods intended for the American market must be specially stamped, branded, or labelled in legible English words in a conspicuous place so as to indicate the country of origin. I am enclosing for your assistance in this matter the text of Paragraph F., Sub-section 1 of Section 4 of the Tariff Law of 1913, which sets forth the requirements in full.

Thanking you in anticipation for your assistance in this matter.

I am, Sir,
Very respectfully yours,
ROBERT P. SKINNER,
*American Consul-General.*

———

F. SUB-SECTION 1.—That all articles of foreign manufacture or production which are capable of being marked, stamped, branded, or labelled, without injury, shall be marked, stamped, branded or labelled in legible English words in a conspicuous place that shall not be covered or obscured by any subsequent attachments or arrangements, so as to indicate the country of origin. Said marking, stamping, branding, or labelling shall be as nearly indelible and permanent as the nature of the article will permit.

All packages containing imported articles shall be marked, stamped, branded, or labelled so as to indicate legibly and plainly in English words, the country of origin and the quantity of their contents, and until marked in accordance with the directions prescribed in this section no articles or packages shall be delivered to the importer. Should any article or package of imported merchandise be marked, stamped, branded, or labelled so as not accurately to indicate the quantity, number, or measurement actually contained in such article or package, no delivery of the same shall be made to the importer until the mark, stamp, brand, or label, as the case may be, shall be changed so as to conform to the facts of the case.

The Secretary of the Treasury shall prescribe the necessary rules and regulations to carry out the foregoing provision.

———:o:———

## WOOL GOODS.

The most significant news of the month comes from the distributing trade. Woollen merchants are both selling more and buying more. Improvement has come where it was most wanted, namely, in men's cloths, and manufacturers are gratified with the reception thus far accorded to their new patterns for the spring of 1923.

Values have been improved by the strong rise of raw wools in the London colonial wool sales. Merino qualities are a full 10 per cent. dearer than in March and crossbreds 15 to 20 per cent. dearer. The advances bring new difficulties, for the spinner does not find it easy to get a price for yarn commensurate with the rise in raw material, and the manufacturer has still greater trouble in getting his full price for cloth. But to set against these difficulties there are the disappearance of slaughter stock lines and the greater confidence that a rising market inevitably arouses in buyers.

No advance was needed to prove that merinos were firm and dear, and 64's tops at 56d. are a good 6d. per lb. higher than at the end of March and 25d. dearer than before the outbreak of war. The rise in crossbreds carries 40's tops from the 12½d., at which they had stood for so long, to about 14d., at which price they are actually 1½d. cheaper than before the war. The disparity is excessive, and would show either that merinos are too dear or that crossbreds are too cheap. The latter is the more likely, and a revival of business with Germany or Russia would carry crossbred prices higher. By comparison, the coarser wools are dirt cheap, and plenty of people wonder what the home buyer is thinking of in neglecting crossbred in favour of merino.

More cloth is being produced in Great Britain, but the prices of wool are controlled by international demand, and foreign buying accounts for the rise. The people who comb or spin wool are very much better off for work than those who make cloth. Wool-combers have more work than they can handle with promptitude, and Bradford combing sheds and transit warehouses are choked with wool.

Canada remains the most active export market for worsted goods, and South American demand is improving now that Far Eastern buying is beginning to flag. The nigger-brown gabardines seen in all the costume departments at present are being made on a large scale for the winter. Spain and Italy are buying rain-proofed gabardines made with a worsted warp and cotton weft. Means are being found to employ crossbred material along with botany to cheapen all-wool goods.

H. Dawson & Co., wool brokers, in their informative circular, say that combing and spinning machinery seems to be well supplied with orders for several months ahead, and sellers are adopting a very firm attitude. There is still a good outlet at home for hosiery purposes, and there is improvement in the general demand for export. The position of the piece-goods section is still below normal, but a progressive improvement has been realised during the past six months.

The immediate outlook is better than for a long time past; in fact, the whole trade is beginning to enjoy clear skies with easier and happier experiences. There is undoubtedly a general improvement in the volume of trade, which only needs some assurance against reaction to become established and even further developed.

The German textile trade continues active in all branches. There is a good domestic market for finished goods, and a fair business is passing with the poorer countries of Central Europe, but official returns seem to indicate that German manufacturers are now finding greater competition in their export trade.

American woollen and worsted manufacturers would seem to have less cause for complaint than English. Official returns at April 1 show that some 35 per cent. of wide looms, 28 per cent. of narrow looms, and 21 per cent. of carpet looms were then idle.

Dutch woollen mills are working at their full capacity, although buyers confine their purchases to immediate requirements.

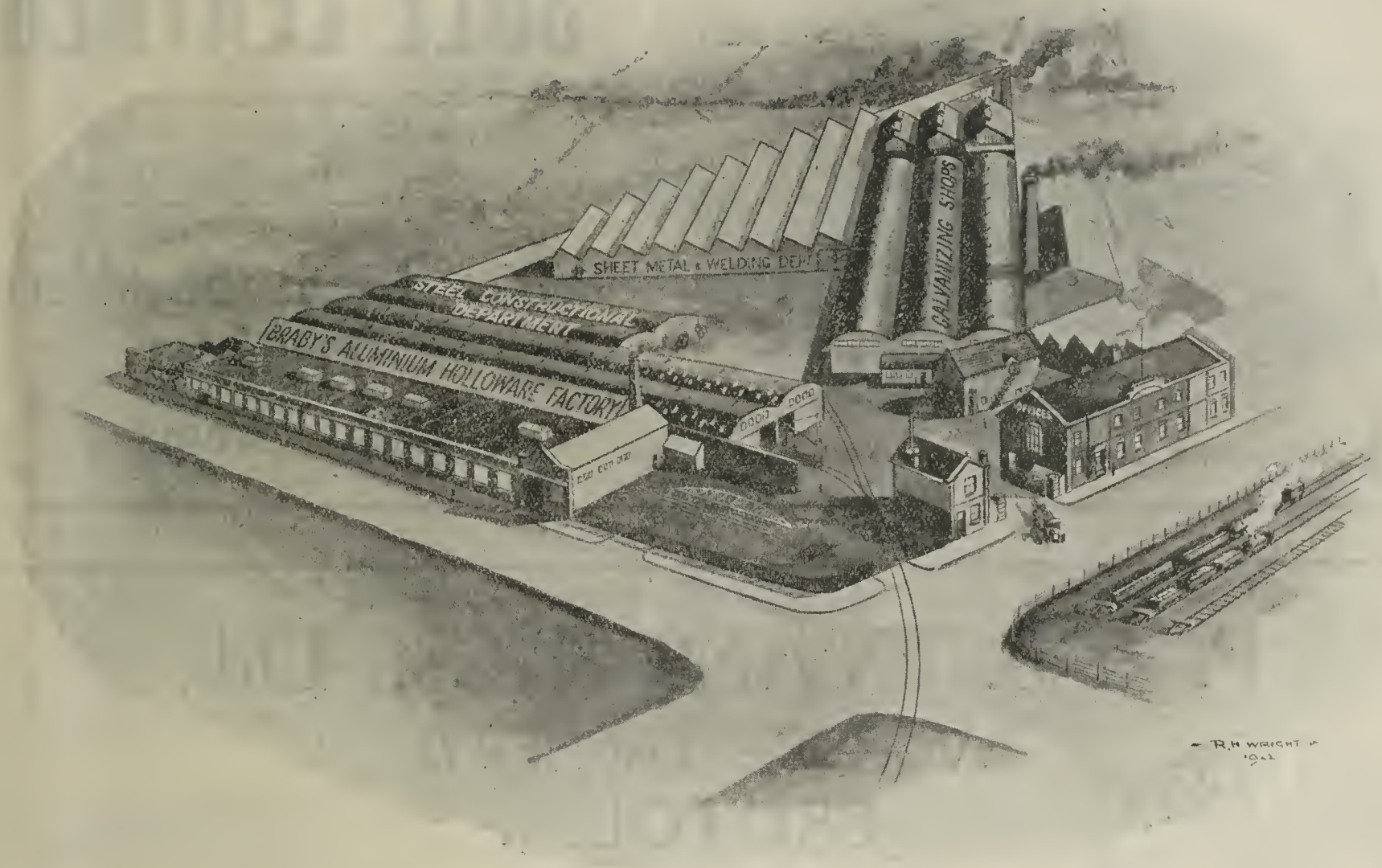
*Drapers' Organiser.*


## SPECIAL NOTICE.

This Journal is sent **post free** to every leading British Chamber of Commerce in the United Kingdom and overseas, to all the principal British consuls, public officials, and a selected list of buyers.

Manufacturers and merchants who desire to include their industries in the publicity portion of the Journal can obtain full details as to rates, etc., on application to

ADVERTISEMENT MANAGER,
BRISTOL INCORPORATED CHAMBER OF COMMERCE AND SHIPPING, GUILDHALL, SMALL STREET, BRISTOL.
BATH CHAMBER OF COMMERCE, 22 MILSOM STREET, BATH.
TROWBRIDGE AND DISTRICT CHAMBER OF COMMERCE, TROWBRIDGE.







No. 835
DEAD
LIGHT

# The 'CORONATION' CORRUGATED SKYLIGHT

**(PATENT).**

THE MOST SIMPLE SKYLIGHT TO GLAZE

**No Putty required.**

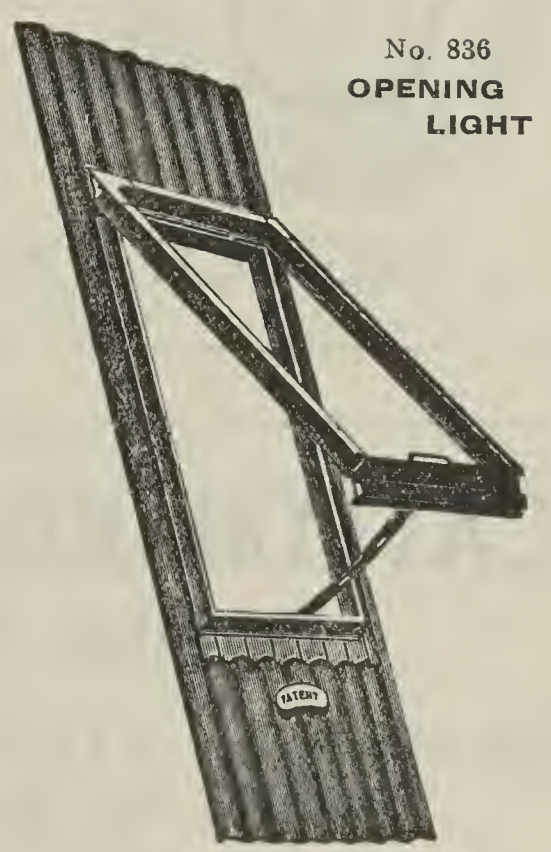
**ROOM FOR EXPANSION AND CONTRACTION.**

## GREAT SAVING OF LABOUR.

Any unskilled workman can fix glass in a few minutes.

*CAN ALSO BE SUPPLIED IN SHEETS CURVED TO ANY RADIUS.*

**OPENING LIGHTS FITTED WITH PATENT HINGE AND BACK PIECE COMBINED.**

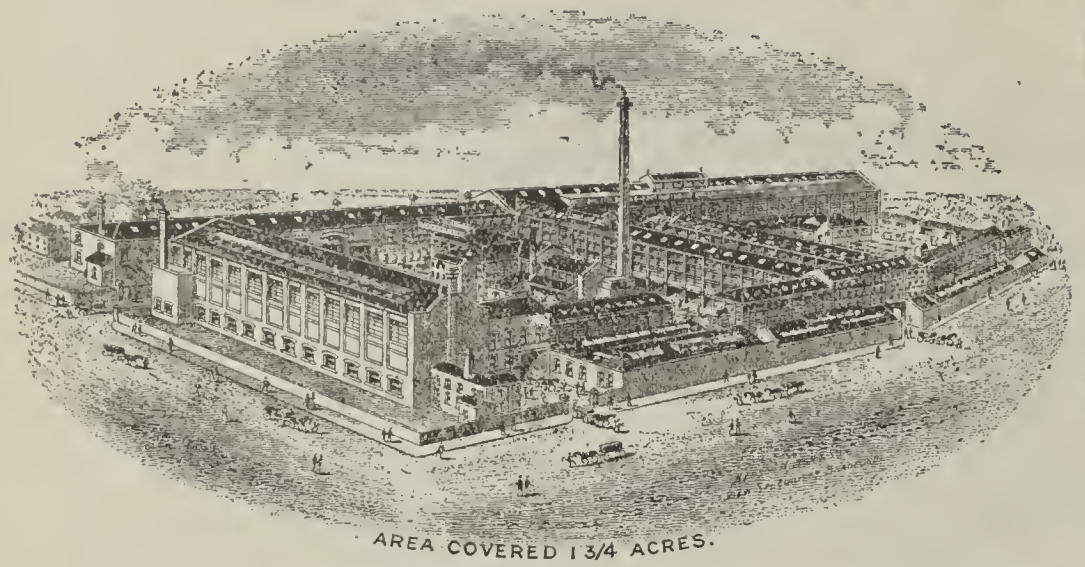



No. 836
OPENING
LIGHT

# FRED^K. BRABY & Co., Ltd., Ashton Gate Works, BRISTOL

**Also at LONDON, LIVERPOOL, GLASGOW and FALKIRK.**
**Export Offices - 110 CANNON STREET, LONDON, E.C.**

## Parker Brothers Limited, Bristol



AREA COVERED 1 3/4 ACRES.

TELEGRAMS: **"HIDES, BRISTOL"** TELEPHONE **4080 & 4081**

# SOLE LEATHER

GUARANTEED FREE
FROM ADULTERATION

**Butts Bends Shoulders**
**Bellies**
**Belly Grains**

## P. & S. EVANS & Co., Ltd.,

AVONSIDE TANNERY,
BRISTOL.

ESTABLISHED 1808.

13 HIGHEST AWARDS.

TELEGRAMS—
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**229** BRISTOL.

CODE—
A B C 5TH EDITION.

*SPECIALTIES—*

HIGH-GRADE BENDS, SHOULDERS & BELLIES.

## CATTYBROOK BRICK CO. Ltd.

Tele{phone—**54** Bristol.
grams—Cattybrook, Bristol.

**Provident Buildings, 15 Clare Street, BRISTOL.**

**Manufacturers of Light, Dark and Plum RED FACING and MOULDED Bricks.**

**Blue** and **Buff** Bricks for Facing and Paving.

Brindle and Red **Vitrified** Bricks for Engineering, Hydraulic and Acid Works. Crushing weight over 600 tons per square ft.

**9″, 6″** and **4″ Red Flooring Quarries** and **Adamantine Tiles,** of exceptional colour and quality.

**Fire Bricks and Clay, Boiler Seatings, Flue Covers, Slabs, etc. etc.**

*Analysis of Fireclay.*

| | | |
|---|---|---|
| Silica ($SiO_2$) | 60.54 | per cent. |
| Titanic Oxide ($TiO_2$) | 1.39 | ,, |
| Alumina ($Al_2O_3$) | 20.35 | ,, |
| Ferric Oxide ($Fe_2O_3$) | 5.00 | ,, |
| Magnesia (MgO) | 0.72 | ,, |
| Lime (CaO) | 0.44 | ,, |
| Potash ($K_2O$) | 1.66 | ,, |
| Soda ($Na_2O$) | 0.52 | ,, |
| Loss when calcined over 109° C. | 8.90 | ,, |
| | 99.52 | |

# G. W. R.

The

# Great Western Railway

affords direct communication for the conveyance of passengers and merchandise between Bristol City, Bristol Docks, Avonmouth Docks, Portishead Docks, and all parts of England, Scotland, Wales, Ireland and the Continent.

## G.W.R. FACILITIES AT BRISTOL.

The train services are unequalled, the Corridor Restaurant Car Expresses providing all that can be desired in the way of convenience, comfort and speed.

## BRISTOL TO AND FROM LONDON, 2 HOURS.

The G.W.R. was originally constructed as a line between London and Bristol, and it is peculiarly appropriate to-day that the train service of the G.W.R. between these two points is so perfect that it has been said that " London is made a suburb of Bristol by the G.W.R. Passenger Trains." The run, of two hours' duration, is covered by superb corridor trains, with Breakfast, Luncheon or Dining Cars attached.

## BRISTOL AND BIRMINGHAM AND THE NORTH.

Frequent Corridor Restaurant Car Expresses are run between **Bristol, Birmingham** and **Wolverhampton** by the G.W. direct route via Cheltenham and Stratford-on-Avon, the journey between Bristol and Birmingham being performed in 2¼ hours. Also between **Bristol** and **Liverpool, Manchester,** the **Lancashire and Yorkshire Districts** and **Scotland,** by the direct route via Severn Tunnel and Crewe.

## " OCEAN " EXPRESSES.

The Great Western " Ocean " Expresses add greatly to the natural advantages of the Port. They run alongside the Liners, and Passengers by the Transatlantic Steamers will find their every convenience studied.

## SERVICES TO AND FROM IRELAND.

Bristol and its environs communicate with Ireland by the direct " short-sea " route via Fishguard, G.W.R. This is the shortest sea passage, and the magnificent turbine steamers sail daily, in each direction, the crossing occupying three and a quarter hours. A service is also afforded between Fishguard and Waterford, sailing from Fishguard on Mondays, Wednesdays, and Fridays, and from Waterford on Tuesdays, Thursdays and Saturdays.

## INTERESTING EXCURSIONS.

Excursion trains, at cheap fares, are frequently running by G.W.R. from Bristol to London and other large centres ; also to places of interest in the surrounding neighbourhood. **Pleasure Parties** specially catered for.

## FAST FREIGHT TRAINS.

Bristol's service of Goods or Freight Expresses by G.W.R. ensures that all merchandise entrusted to the Company's care is delivered promptly.

## TRUNK LINES OF G.W.R. IN DIRECT CONNECTION WITH ALL BRISTOL DOCKS.

The Great Western Railway deals with cargo direct to and from ship's side at Bristol City Docks ; also to and from ship's side at Avonmouth and Portishead Docks, over the Bristol Docks Committee's Rails.

**FOR FULL INFORMATION APPLY**

**to the Company's Bristol representatives :—**

**Passenger or Parcel Services :**

**Mr. H. R. GRIFFITHS, Divisional Superintendent, G.W.R., Temple Meads Station, BRISTOL.**

**Freight Services :**

**Mr. W. F. WILSON, District Goods Manager, G.W.R., Temple Meads Station, BRISTOL.**

**Paddington Station,**
**LONDON, W. 2.**

**FELIX J. C. POLE,**
*General Manager.*

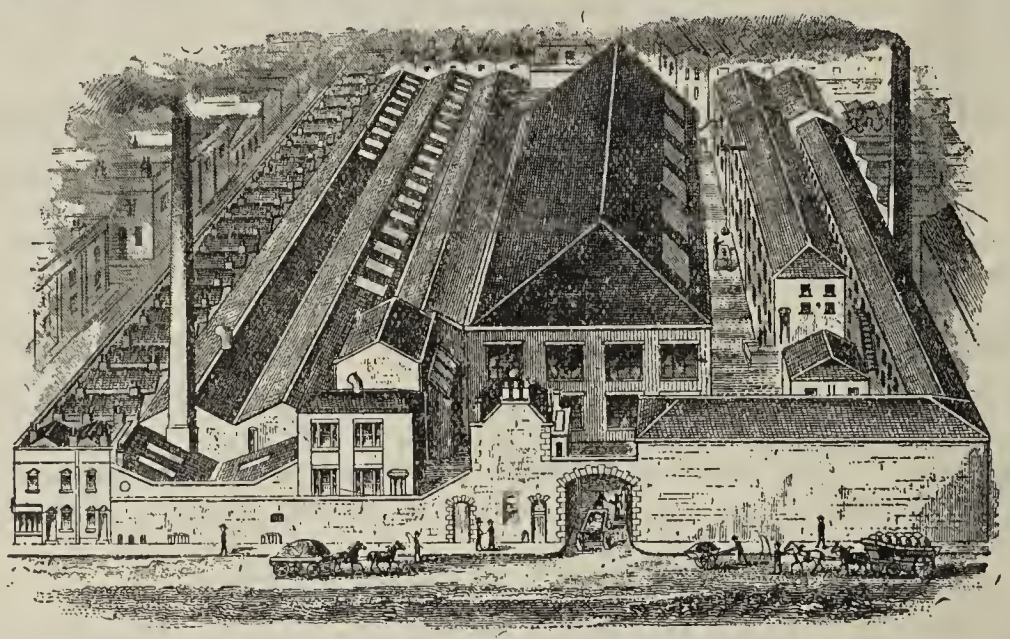
**G. W. R.**

# STEPHENS BROS. & MARTIN,

*Hemp and Flax Line and Tow Spinners,*

*Weavers - Merchants and Manufacturers,*

## ST. PHILIP'S HEMP & FLAX MILLS, BRISTOL.



ST. PHILIP'S HEMP AND FLAX MILLS, BRISTOL.

*Manufacturers of every description of*

## HEMP AND FLAX LINE AND TOW

**Also Jute Yarns, Seaming, Roping,**

**- Sewing and Packing Twines, -**

**Brushmakers' Thrums & Shoe Threads,**

**- Canvas, Tarpaulins, Sackings, -**

**Coaling Sacks, Coal Sacks and Bags.**

**- - - Sheetings, etc, etc. - - -**

*WOOLSHEETS AND TOP BAGS A SPECIALITY*

**(FOR HOME OR EXPORT).**

Contractors for Government, Army and Navy, Railway, Mining and Shipping Supplies.

TELEphone : 1111 Bristol.
TELEgrams : Stephens, Bristol.

BRANCH OFFICES:—

**LONDON: 5 Lime Street, and 2 East India Avenue, E.C.3.** TELEphone : 5755 Avenue. TELEgrams : Stephens, Avenue, 5755.

**BRADFORD (YORKS): 42 Swan Arcade.** TELEphone : 5107 Bradford. TELEgrams : Stephens, 5107 Bradford.

BRISTOL BATH TROWBRIDGE

# CLASSIFIED TRADE INDEX

The following are Code abbreviations:—

4th Ed.—A B C (4th Edition). 5th Ed.—A B C (5th Edition). B.—Bentley's. E.—Engineering. L.—Lieber's. M.I.—Marconi International. P.—Private. W.U.—Western Union.

## AIRCRAFT MANUFACTURERS.

**Bristol Aeroplane Co., Ltd.,** Designers and Constructors of the Highest Quality Aircraft for all Commercial, Sporting and Military Purposes, and of the "Bristol" Radial Air-cooled Aero Engines, Filton, Bristol. Telegrams. "Aviation, Filton." Codes A.1, A.B.C., B., and W.U. Telephone No. 3906 (P.B.E.) Bristol. Advt. page v.

## BOOT PROTECTORS

**John Giles & Sons, Ltd.,** Manufacturers of the "Giles" Boot Protector, Bedminster, Bristol. Telegrams, "Giles, Bristol." Code: 5th Ed. Telephone No.: 4703, 4704 Bristol. Advt. page xxix.

## BOOT & SHOE MANUFACTURERS.

**Lindrea & Co., Ltd.,** Exporters of Sole and Upper Leather, Boots and Shoes, Shoe Mercery and Grindery, etc., Bristol. Telegrams: "Lindrea, Bristol." Code: 5th and 6th Eds. and Widebrook. Telephone Nos. 3114 and 394, Bristol. Advt. Back Cover.

**E. W. Pratt & Co.,** Manufacturers of "Holdfast" Boots. Best for Miners, Farmers, Artisans, Sportsmen. In all leathers. Kingswood, Bristol. Telegrams: "Pratt, Kingswood." Telephone No. 12 Kingswood. Advt. page ix.

**H. Steadman & Co., Ltd.,** Boot, Shoe and Legging Manufacturers. Shippers to all Markets, Castle Green, Bristol. Telegrams: "Urgent, Bristol." Code: 5th Ed. Telephone No. 1456, Bristol.

## BRICK MANUFACTURERS.

**BRISTOL BRICK CO., LTD.,** Whitehall Road, St. George, Bristol. Manufacturers of Red and Blue Facings, Brindle, Common Engineering Bricks, Firebricks and Fireclay. Telegrams: "White, St. George, Bristol." Telephone No. 1255, Bristol.

**Cattybrook Brick Co., Ltd.,** Manufacturers of Light, Dark and Plum Red Facing and Moulded Bricks, Buff and Blue Bricks, Fire Bricks and Clays, Boiler Seatings, Flue Covers, Slabs, etc., Provident Buildings, 15 Clare Street, Bristol. Telegrams: "Cattybrook, Bristol." Telephone No. 54 Bristol. Advt. page xviii

## BROKERS (GENERAL PRODUCE).

**Kinnersley Brothers,** Importers and Exporters of all Raw Materials for Confectionery, Margarine, Soap Trades, 54 Baldwin Street, Bristol. Telegrams: "Kinnersley, Bristol." Code: 5th Ed. and M.I. Telephone Nos. 3866 and 3867 Bristol.

## BUILDING SOCIETY.

**Bristol, West of England and South Wales Permanent Building Society.** Founded in 1850 to afford safe investment, and to lend money on mortgage. Secretary: Richard Lowe, 9–11 St. Stephen's Street, Bristol. Advt. page xxvb.

## BUILDERS & CONTRACTORS.

**William Cowlin & Son,** Builders, Ferro Concrete Contractors, Established 1834, Stratton Street, Bristol. Telegrams: "Construct, Bristol." Code: 5th Ed. Telephone No. 3132 (3 lines), Bristol. Advt. page iv.

**Thomas Weeks & Sons, Ltd.,** Building Contractors to H.M. Office of Works, War Office, and Corporate Bodies, Ashton Gate, Bristol. Telegrams and Telephone No. Bristol 3038. Advt. page xxva.

**R. Wilkins & Sons, Ltd.,** Manufacturers of Plaster Ceiling Slabs, Enrichments, Concrete Blocks, etc., 20 Bishop Street, Portland Square, Bristol. Telephone No. 473, Bristol. Advt. page xxxi.

## BRUSH MANUFACTURERS.

**E. A. & W. Greenslade, Ltd.,** Manufacturers of Brushes of all kinds, Planes, Bellows, Forges, and Household Woodware, Thomas Street, Bristol. Telegrams: "Greenslade, Bristol." Telephone No. 754 Bristol. Advt. page xxxi.

## CANNED GOODS.

**Gedye & Sons, Ltd.,** Importers, Registered Brands: "Tiger," "Stag," "Eldorado," "Globe," "Glengarry." Nelson Street, Bristol. Telegrams: "Gedye, Bristol." Telephone No. 203, Bristol.

## CHEMICAL MANUFACTURERS

**United Alkali Co., Ltd.,** Netham Works Bristol. Head Office: Cunard Building, Liverpool. Advt page xxx.

## CHEMISTS, MANUFACTURING.

**Steele & Marsh** (David A. Evans, M.P.S., Proprietor), Manufacturing and Dispensing Chemists, Makers Medical Bath Products, Toilet and Medicinal Specialities, 6 Milsom Street, Bath. Telegrams: "Steele & Marsh, Chemists, Bath." Telephone No. 104 Bath. Advt. page xxvii.

## CIDER.

**Carr & Quick, Ltd.,** Makers of "The Wine of Devon," the Cider which stands alone, 15/16 Queen Street, Exeter. Telephone: "Wine, Exeter." Telephone Nos. 598, 599, 600 Exeter.

## CLOTHING MANUFACTURERS (WHOLESALE).

**E. Broderick & Co., Ltd.,** Wholesale and Export Clothing Manufacturers, St. James' Barton, Bristol. Telegrams: "Broderick Bristol." Code: 5th Ed. Telephone No. 683, Bristol.

**Todd & Co., Ltd.,** High-Grade Men's, Youths' and Boys' Clothing, Ready-to-Wear and to measure, Wear-proof Tweeds, Beacon Serges, Temple Gate, Bristol. Telegrams: "Todd, Bristol." Telephone No. 1728 Bristol. Advt. page xxviii.

**Chas. Wills & Sons, Ltd.,** Manufacturers of Men's, Juveniles' and Ladies' Clothing. Wholesale and Export only. Rupert Street, Bristol. Telegrams: "Rupert, Bristol." Telephone No. 1451 Bristol.

## COAL.

**East Bristol Collieries, Ltd.,** Colliery Proprietors, Coal Factors and Merchants, Speedwell Road, St. George, Bristol. Telegrams: "Coal, Bristol." Telephone No. 93 Kingswood. Advt. page xxvi.

## COCOA AND CHOCOLATE MANUFACTURERS.

**J. S. Fry & Sons, Ltd.,** Cocoas and Chocolates of World-wide reputation, Bristol. Telegrams: "Fry, Bristol." Code: 5th Ed. Telephone No. (Order Dept.) 5620, Bristol. Advt. page iv.

## CUTLERY

**Gardner's,** Broadmead, Bristol. Table and Pocket Ordinary and Stainless Cutlery, Shipping and Hotel enquiries invited. Telegrams. "Tools, Bristol." Codes. 5th Ed., L., W.U. (Universal Ed.). Telephone No. 3650, Bristol. Advt. page xvi.

## DAIRY PRODUCE.

**Wilts United Dairies, Ltd.** Dairy Produce, Fancy Provisions, Proprietors "Diploma" Brand Full Cream English Condensed Milk, Trowbridge, Wilts. Telegrams: "Dairy, Trowbridge." Code: P. Telephone No. 106, Trowbridge (3 lines). Advt. page xxvi.

## ELECTRICAL REPAIRS.

**Bristol Simplex, Ltd.,** Broadmead, Bristol. Rotors, Stators, Field-Coils, etc., repaired and re-wound, 3-phase work, Heavy Generator Repairs. Telegrams. "Efficient, Bristol." Codes. 5th Ed. L., W.U. (Universal Ed.). Telephone No. 3650 Bristol. Advt. page xvi.

## ENGINEERS.

**G. H. Haden & Sons, Ltd.,** Specialities: Heating, Ventilation, Hot and Cold Water Supply, Cooking and Laundry Plants, Heat Economisers, Drying Plants, etc., Trowbridge. Telegrams: "Haden, Trowbridge." Codes: 5th Ed., L., M.I. Telephone No. 2, Trowbridge. Advt. page vii.

**Llewellins & James, Ltd.,** Coppersmiths, Brassfounders, Bellfounders, Manufacturers of Tar Spraying Machines, General and Brewery Engineers, Castle Green, Bristol. Telegrams: "Llewellin James, Bristol." Code: 5th Ed. Telephone 3100 and 3101, Bristol. Advt. page xxix.

## FISH, GAME AND POULTRY MERCHANTS.

**Bigwoods Ltd.,** Fish, Game, Poultry and Ice Merchants, Salmon Factors, 59 Baldwin Street, Bristol, also Woolster Street, Plymouth, and Quay, Brixham. Telegrams: "Bigwoods, Bristol." Telephones: Bristol, 2741; Plymouth, 1185; Brixham, 2.

## FLAX & HEMP SPINNERS.

**Stephens Bros. & Martin,** Hemp and Flax Line and Tow Spinners, Weavers' Merchants and Manufacturers, St. Philip's Hemp and Flax Mills, Bristol. Telegrams: "Stephens, Bristol." Code: 5th Ed. Telephone No. 1111, Bristol. Advt. page xx.

## FLOUR (PATENT) MANUFACTURERS.

**Henry Jones,** Manufacturer of Jones' Original Patent Flour, "Nukake" Cake Mixture, "Ace" Custard Powder, Broadmead, Bristol. Telegrams. "Original, Bristol." Telephone No. 338, Bristol. Advt. page ii.

## FRUIT MERCHANTS.

**W. H. Eyles & Co.,** Dried, Green and Canned Fruit Merchants, and Importers, Crow Lane, Bristol. Telegrams: "Banana, Bristol." Telephone Nos. 3560 and 3561.

## FRUIT, SYRUP AND CORDIAL MANUFACTURERS.

**H. W. Carter & Co.** (Branch of Bristol Industries, Ltd.), Concentrated Fruit Syrup and Cordial Manufacturers, Table Waters, all flavours and Soluble Essences for Mineral Water Makers, Established 1831, The Old Refinery, Bristol. Telegrams and Cables: "Carter, Bristol." Codes: 4th and 5th Ed. and L. Telephone No. 733, Bristol. Advt. page 4 of cover.

## GALVANIZED IRON MANUFACTURERS.

**Fredk. Braby & Co., Ltd.,** Makers of the "Coronation" Corrugated Skylight, also "Eclipse" Brand Aluminium Culinary Ware, Ashton Gate Works, Marsh Road, Bristol. Telegrams: "Braby, Bristol." Code: 5th and 6th Ed., B., M.I. Telephone No. 946 Bristol (P.B.E.). Advt. page xvii.

## IRON OXIDE.

**The Winford Iron Ore & Redding Co., Ltd.,** Mine Owners and Producers of Bright Red, Brown and Yellow Iron Oxide, Chew Magna, near Bristol. Telegrams: "Winford, Chew Magna." Code: 5th Ed. Telephone: Chew Magna 3.

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**Iron & Marble Co., Ltd.,** Ranges, Grates, Chimney Pieces, Baths, Rainwater Goods, Nails, Builders' Ironmongery, Asbestos Cement Slates and Sheets, 33 Victoria Street, Bristol. Telegrams: "Marble, Bristol." Telephone No. 747, Bristol.

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**Lindrea & Co., Ltd.,** Exporters of Sole and Upper Leather, Boots and Shoes, Shoe Mercery and Grindery, etc., Bristol. Telegrams: "Lindrea, Bristol." Code: 5th and 6th Eds. and Widebrook. Telephone Nos. 3114 and 394, Bristol. Advt. Back Cover.

## LEATHERBOARD BOXES.

**Somerset & Dorset Paper Co., Ltd.,** Makers of Leatherboard Boxes for packing everything, Boxall Works, Yeovil. Telegrams: "Boxes, Yeovil." Telephone 100 Yeovil. Advt. page xii.

## LIME MANUFACTURERS AND EXPORTERS.

**James Durnford & Son, Ltd.,** Manufacturers and Exporters, Bristol. Lime for Sugar Refineries and Building Works, Wapping Wharf, Bristol. Telegrams: "Durnford, Bristol." Telephone No. 4584, Bristol. Advt. page xxvi.

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**Peckett & Sons, Ltd.,** Speciality: Tank Locomotives, standardized and built with all the latest improvements. Atlas Locomotive Works, Bristol. Telegrams: "Peckett, Bristol." Advt. page 2 of cover.

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**Albert E. Allen & Co.,** Cotton and Woollen Goods for Wholesale only, 33 Broad Street, Bristol. Telephone No. 481, Bristol. Midlands Office: 34 Newspaper House, Corporation Street, Birmingham. Telephone No. Central 7332, Birmingham.

## MARBLE MERCHANTS AND MANUFACTURERS.

**Bristol Marble and Granite Co., Ltd.,** Marble, Granite and Slate Merchants and Manufacturers, Cumberland Road, Bristol. Telegrams: "Sicilian, Bristol." Code: A.B.C. Telephone No. 47, Bristol. Advt page ii.

## MOTOR ENGINEERS.

**F. G. Cox & Co. & Howard Stephens Ltd.,** Automobile Engineers and Agents, Coachbuilders and Painters, Sales Dept., Colston Street: Repairs Depot, Berkeley Avenue. Park Street. Bristol. Telephone 2451 Telegrams: "Speedy." Advt. page xxva.

**S. & A. Fuller, Ltd.,** Agents for all leading makes of Cars, Kingsmead Street, Bath. Telegrams: "Fullers, Bath." Telephone No. 194, Bath. Advt. page xxiv.

**Harris & Hasell Ltd.,** West of England Distributors of Motor Cars, Commercial Motors, Tyres, etc., 141 Victoria Street, Bristol. Telegrams: "Ribbed, Bristol." Code: 5th Ed. Telephone No. 5454.

## MOTOR VEHICLE MANUFACTURERS.

**Bristol Tramways & Carriage Co., Ltd.,** Manufacturers of Commercial Motor Vehicles, 3–4 ton, 40 h.p. Chassis, Lorries, Charabancs, Vans, Omnibuses, Bristol. Telegrams: Automobile, Bristol." Codes: 5th Ed. and M.1. Telephone No. 4260, Bristol. Advt. page iv.

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**Anglo Bosphorus Oil Co., Ltd.,** "Bosphorus" Motor Oils and Greases, Gas Engine and Cylinder Oils. Unequalled "Boss" Metal Polish. Registered Offices: 11 Victoria Road, St. Philip's, Bristol. Telegrams: "Bosphorus, Bristol." Telephone No. 915, Bristol. Colonial Agents: Gillies & Co., New Zealand. Advt. page i.

**Francis F. Fox & Co.,** Oils, Colours, Chemicals and Drysalteries. Proprietors of "Motrate" Motor Oils and Greases, Little George Street, Bristol. Telegrams: "Fox, Bristol." Telephone No. 19, Bristol. Advt. page xxvii.

**Henry Prichard & Co., Ltd.,** Oil Importers, Blenders and Exporters, Grease Manufacturers, Compounders of Lubricating Specialities, Albert Road, St. Philip's, Bristol. Telegrams: "Petroleum, Bristol." Code: 5th Ed. Telephone No 3461 (2 lines).

## PAINT, VARNISH, &c., MANUFACTURERS.

**Colthurst & Harding, Ltd.,** Paints, Colours, Varnishes, Oil Boilers and Refiners, Tar and Rosin Distillers, Temple Gate, Bristol. Telegrams: "Phœnix, Bristol." Telephone No. 3931 (4 lines) Bristol.

**John Hall & Sons (Bristol and London) Ltd.,** Manufacturers of Paints, Enamels and Varnishes, Overmantels, Leaded Lights and Mirrors, Broadmead, Bristol. Telegrams,: "Hall, Bristol." Code: M.1. Telephone Nos. 256 and 257, Bristol. London: Pancras Road, N.W. Telegrams: "John Hall." Telephone No. 3456/7, Museum, London. Advt. page xxviii.

**James Rudman, Ltd.,** Manufacturers of Paints, Varnishes and Colours, etc.,for the Home and Export Trade, Cambrian Colour Works, Bristol. Telegrams: "Rudman, Bristol." Telephone No. 211 Bristol. Advt. page xiv.

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## PRINTERS & PUBLISHERS.

**Arrowsmith's,** General, Commercial and Colour Printers, Catalogues, Showcards and Fine Art Work, Quay Street and Small Street, Bristol. Telegrams: "Arrowsmith, Bristol." Telephone No. 98, Bristol. Advt. page xxvb.

**John Wright & Sons Ltd.,** Book, Magazine and Catalogue Printers, Home and Export, Colour Work, Medical Publishers, Stonebridge, Bristol. Telegrams: "Wright, Publishers, Bristol." Code: 5th Ed. Telephone No. 115 Bristol.

## PROVISION MERCHANTS.

**H. H. & S. Budgett & Co., Ltd.,** Wholesale Grocers, Produce Importers and Merchants, Nelson Street, Bristol. Telegrams. "Budgett, Bristol." Codes: 4th and 5th Eds. Telephone No. 1860 (5 lines). Advt. page ii.

**Spear Bros. & Clark, Ltd.,** General Provision and Produce Merchants and Importers, English Cheese Factors, Wiltshire Bacon and Ham Curers and Sausage Manufacturers, 36 Victoria Street, Bristol, and 10 High Street, Bloomsbury, London, W.C. 2. Telephone Nos. 2988 and 4740 Bristol; 1092 City, London; 1313 Bath; 2840 Birmingham. Advt. page 3 of Cover.

**J. B. Williams & Co.,** Provision Importers and Wholesale Grocers, Quay, Gloucester. Telegrams: "Williams, Quay, Gloucester." Code: 5th Ed. Telephone No. 184, Gloucester.

## QUARRY OWNERS.

**Bath & Portland Stone Firms, Ltd.,** Portland Stone and Bath Stone Quarry Owners, Abbey Yard, Bath. Telegrams "Oolite, Bath." Telephone No. 205, Bath. Advt. page viii.

**Elm Park and Corsham Down Bath Stone Co., Ltd.,** Bath Stone Quarry Owners and Exporters of Bath Stone to America, Manvers Street, Bath. Telegrams: 'Quarries, Bath." Code: B. Telephone No. 919, Bath. Advt. page viii.

**Walton, Gooddy & Cripps, Ltd.,** Marble Quarry Owners, Merchants, and Workers in Marble. Proprietors of the Celebrated W.W.N., W., L.M., G.M., D.M. Brands of Sicilian, and Shippers of English Vein, Statuary & Blanc P., and all Italian Coloured Marbles. Quarries, Saw Mills & Works, Carrara, Sagra, etc., Italy. Telegrams: "Walton, Carrara." London—Eagle Wharf Road, N,1. Telegrams: "Gooddy, London." Bristol—Canons' Marsh. Telegrams: "Cripps, Bristol." Liverpool—Parliament Street. Telegrams: "Goody Cripps, Liverpool." And at Glasgow, Hull, Plymouth, Birmingham, Dublin. New York—Taber & Co., 801 Vernon Avenue, Long Island City.

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**Wm. Terrell & Sons, Ltd.,** Makers of Manila and Hemp Ropes and Cords, Flexible Steel and Rigging Wire Ropes, Binder Twines, Shop Twines, Sash Lines, Halters, Plough Lines, Engine Packings, Castle Rope Works, Bristol. Telegrams. "Terrell, Bristol." Code: 5th Ed. Telephone Nos. 2824, 2825. Advt. page iii.

## SAND AND GRAVEL.

**Bristol Sand and Gravel Co.,** Sand Suction Dredger Owners, Cement Merchants, Ballast Contractors, 129 Redcliff Street, Bristol. Telegrams: "Pebble, Bristol." Telephone No. 2133, Bristol.

## SHIPPING.

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## SHIPPING AGENTS.

**R. & J. H. Rea, Ltd.,** Towage, Lighterage, Stevedoring Bunkers (Coal and Oil), Contractors to the Admiralty, 28 Baldwin Street, Bristol. Telegrams: "Igneus, Bristol." Codes: 5th Ed., Scotts (10th Ed.) Telephone Nos. 4435 and 4436, Bristol. Advt. page xi.

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**Charles Hill & Sons, Ltd.,** Dry Dock Proprietors, Iron and Wood Shipbuilders and Repairers, Graving Dock 540 feet (entrance from Floating Harbour), Quay Berth 600 feet, Four 325-feet Building Slips, Albion Dockyard, Cumberland Road, Bristol. Telegrams: "Hills, Bristol." Telephones 3948 (3 lines) Bristol. Advt. page x.

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**Mark Whitwill & Son,** Chartering Agents, Bunker Coal and Oil Suppliers, Ships' Sales Brokers, Forwarding Agents, Grove Avenue, Bristol. Telegrams: "Whitwill, Bristol." Codes: 5th Ed., Scotts (10th Ed.) Watkins, A.1. Telephone No. 5610, Bristol. Advt. page x.

**Whitwill, Cole & Co., Ltd.,** Steamship Brokers and Coal and Coke Exporters, 28 Baldwin Street, Bristol. Telegrams: "Zeal, Bristol." Telephone No. 1137, Bristol. Advt. page xxxi.

## STEAMSHIP OWNERS.

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**James & Hodder,** Ship & Insurance Brokers, Coal Exporters and Forwarding Agents, Bristol. Telegrams: "James, Bristol," "Freight, Bristol." Codes: Scotts, Watkins, A.B.C., Standard. Telephone Nos. 5 and 4960, Bristol. Advt. page xi.

## STEEL MANUFACTURERS.

**John Lysaght, Ltd.,** Steel Sheets, Galvanized Corrugated Sheets, Structural Steel Work, Wire Netting, Tanks, Holloware, St. Vincent's Iron Works, Bristol. Telegrams: "Lysaght, Bristol." Codes: B., W.U., L., 5th Ed. Telephone No. 5720 Bristol. Advt. page vi.

## STEVEDORES AND TUG OWNERS.

**C. J. King & Sons, Ltd.,** Stevedores, Contractors and Steam Tug Owners, The Grove, Bristol. Telegrams:. "Stevedore, Bristol." Telephone No. 1015 (Office); 1222 (Tugs), Bristol. Advt. page 2 of cover.

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**P. & S. Evans & Co., Ltd.,** Avonside Tannery, Bristol. Best Quality Sole Leather. Telegrams. 'Evans, Bristol" Code. 5th Ed. Telephone No. 229, Bristol. Advt. page xviii.

**Parker Bros., Ltd.,** Sole Leather from English and South American Hides, Pinned Shoulders, and Belly Grains, Whitehouse Street Tannery, Bristol. Telegrams: "Hides, Bristol." Telephone Nos. 4080 and 4081, Bristol. Advt. page xviii.

## TAR AND ROSIN DISTILLERS.

**Wm. Butler & Co. (Bristol) Ltd.,** Tar, Rosin and Petroleum Distillers, Oil and Grease Manufacturers, Turpentine, Rosin Importers, St. Philip's, Bristol. Telegrams: "Butler, Bristol." Code: 4th and 5th Eds. Telephone No. 4681, Bristol. (P.B.E.) Advt. page v.

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**Wickham & Norris, Ltd.,** Timber Merchants and Importers, Wapping Dock, Bristol. Telegrams: "Wickham, Bristol." Code: 5th Ed. Telephone No. 3644 (2 lines), Bristol. Advt. page xii.

## TOBACCO AND CIGARETTE MANUFACTURERS.

**W. D. & H. O. Wills,** Branch of The Imperial Tobacco Company (of Great Britain and Ireland) Limited, Bristol. Telegrams. "Wills, Bristol" Telephone No. 5700, Bristol. Advt. page xxv.

## TOOLS.

**Gardner's,** Broadmead, Bristol, Engineers' Machine and Small Tools, Woodworking Tools and Machinery. Telegrams. "Tools, Bristol." Codes: 5th Ed., L., W.U. (Universal Ed.). Telephone No. 3650, Bristol. Advt. page xvi.

## VARNISH MANUFACTURERS.

**Samuel Wills & Co., Ltd.,** Manufacturers of High-class Varnishes, Enamels, Dry Colours, Ground Colours, Ready mixed Paints, etc., Castle Green, Bristol. Telegrams: "Castle Bristol." Codes: 5th Ed. and W.U. Telephone No. 131, Bristol. Advt. page x.

## VINEGAR BREWERS.

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## WINE AND SPIRIT MERCHANTS.

**Dunlop Mackie & Co., Ltd.,** Wines and Spirits for Export, Bottlers of Bass's Ales and Guinness's Stout for Ships' Stores and Exportation. Baldwin Street, Bristol. Telegrams: "Dunlop Mackie, Bristol." Code: 5th Ed. Telephone No. 3104, Bristol. Advt. page xxix.

**John Harvey & Sons, Ltd.,** Founded 1796, Importers and Exporters of Foreign Wines, Spirits and Liqueurs, Bristol. Telegrams: "Harvey, Bristol." Codes: A.B.C. and Unicode. Telephone No. 315, Bristol. Branches at Portsmouth and Kidderminster. Advt. page xxii.

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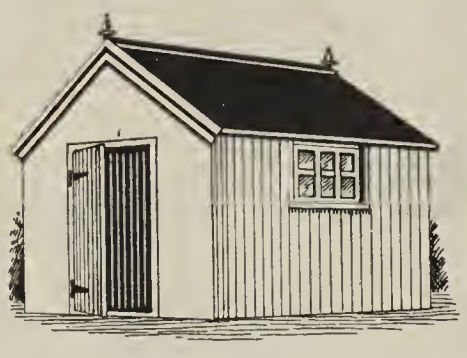
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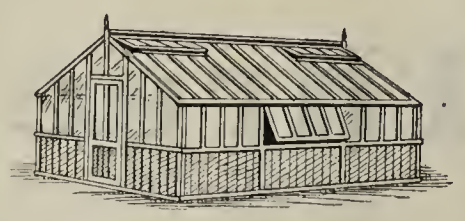
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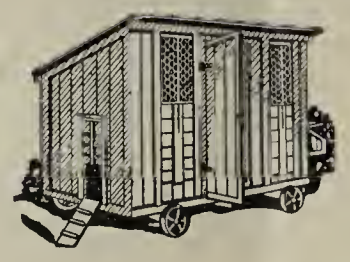
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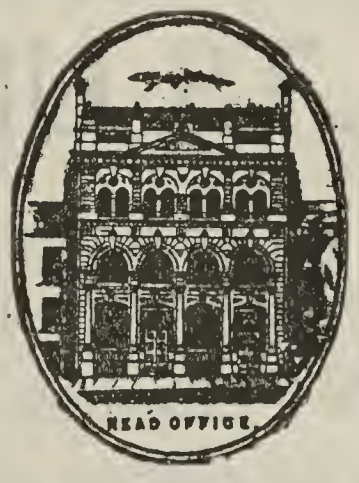
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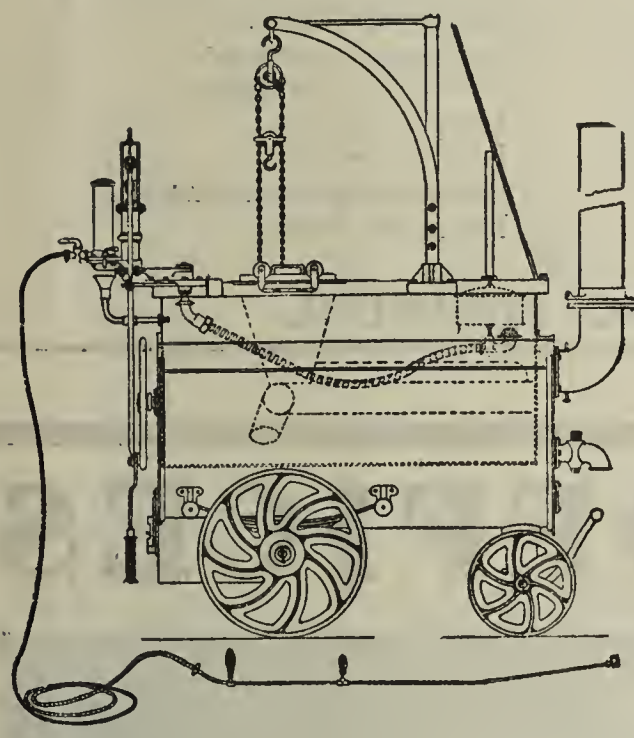
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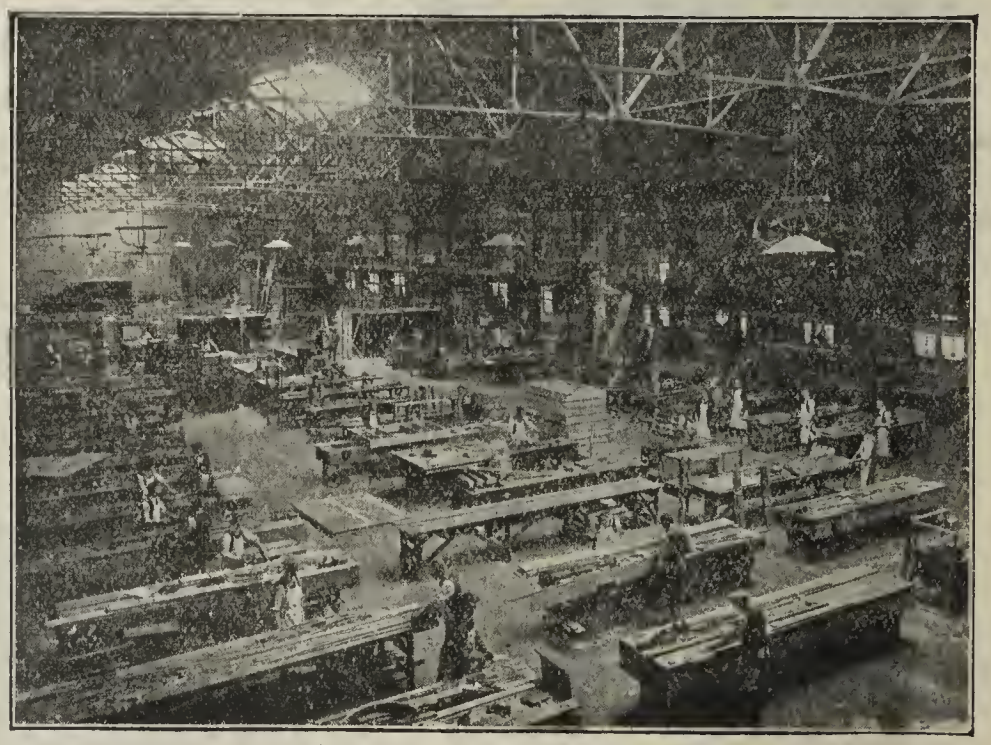
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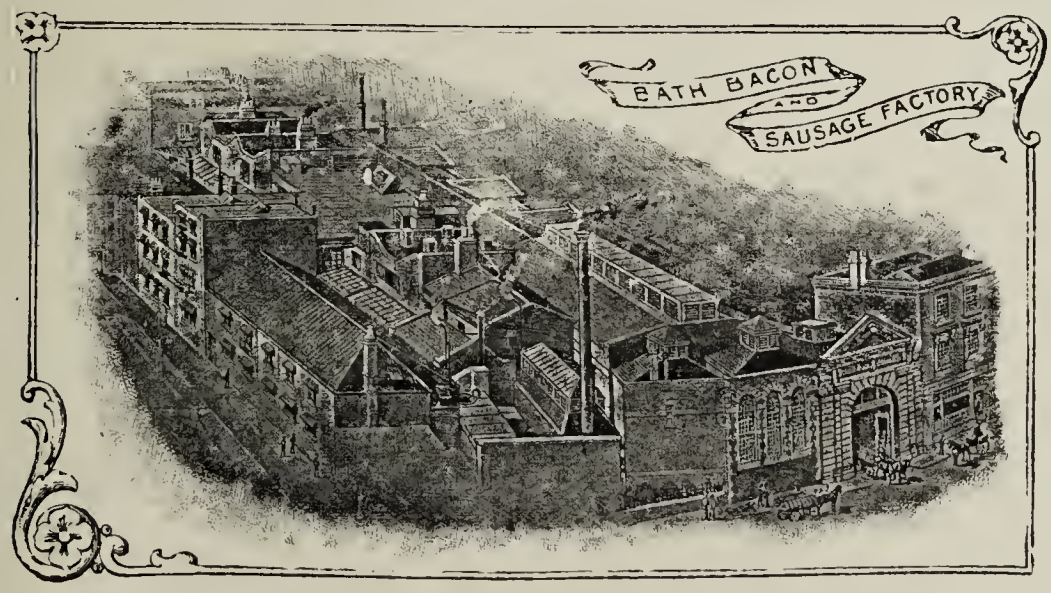
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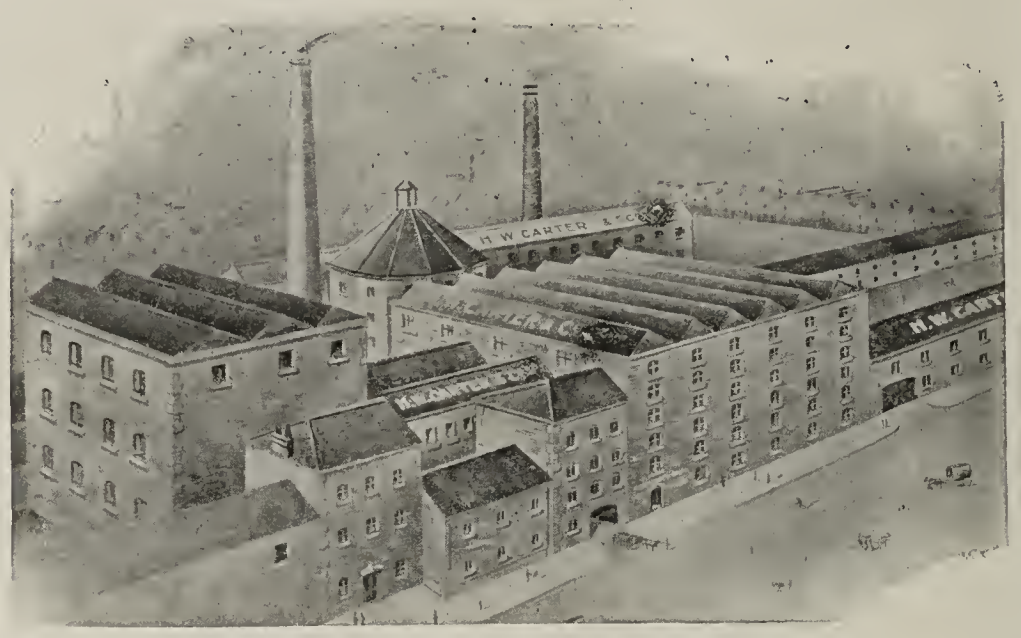

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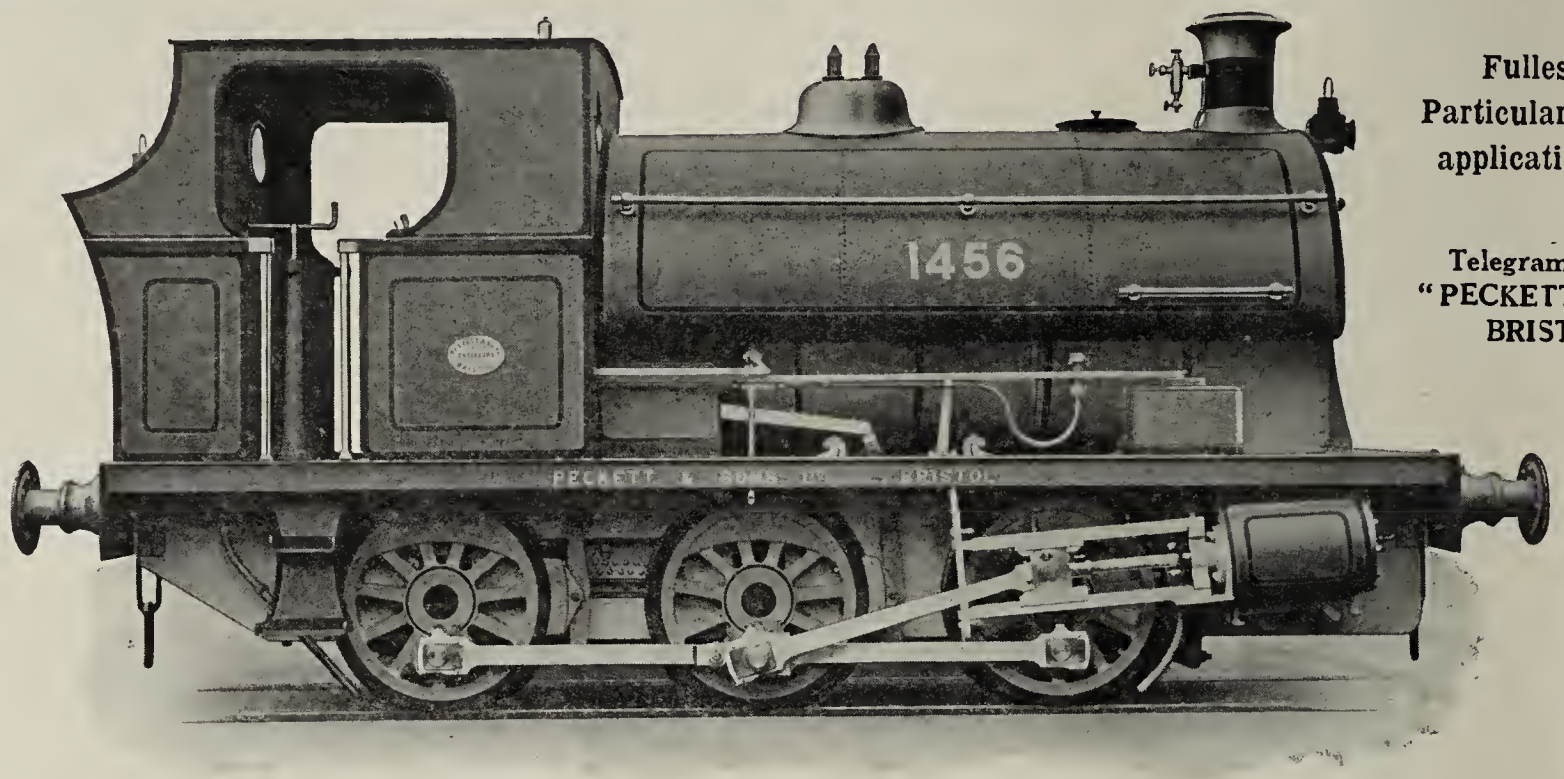
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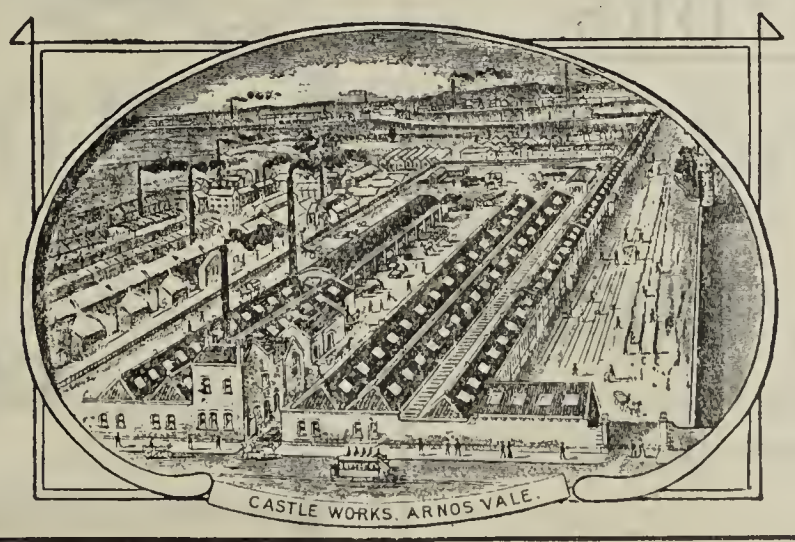
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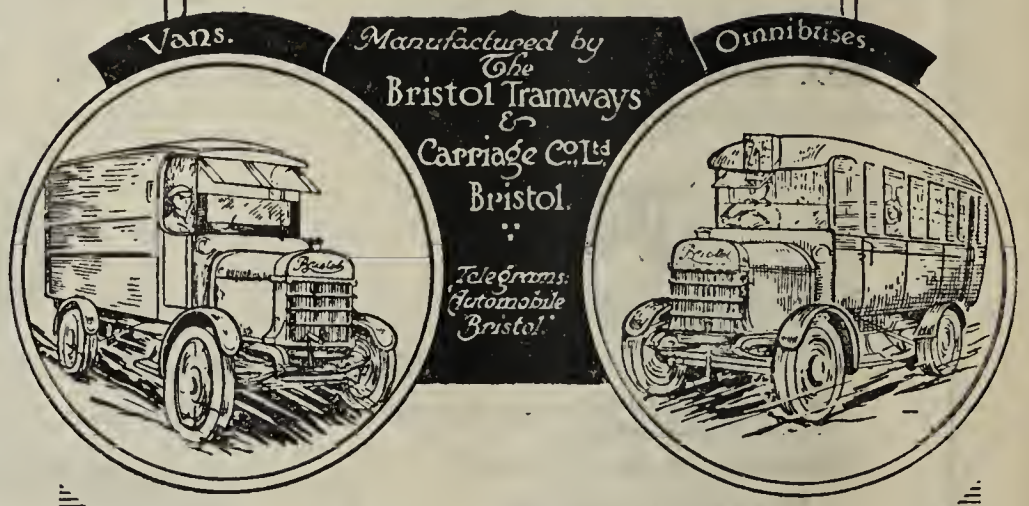



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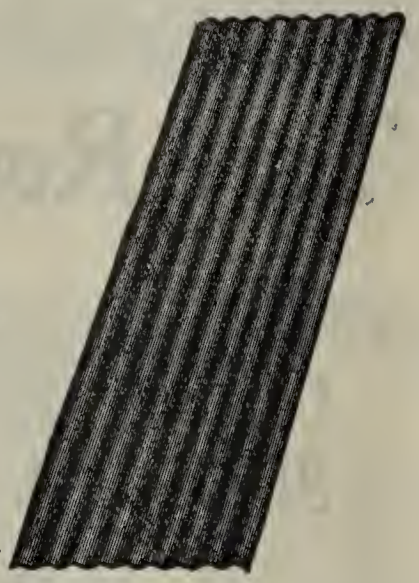
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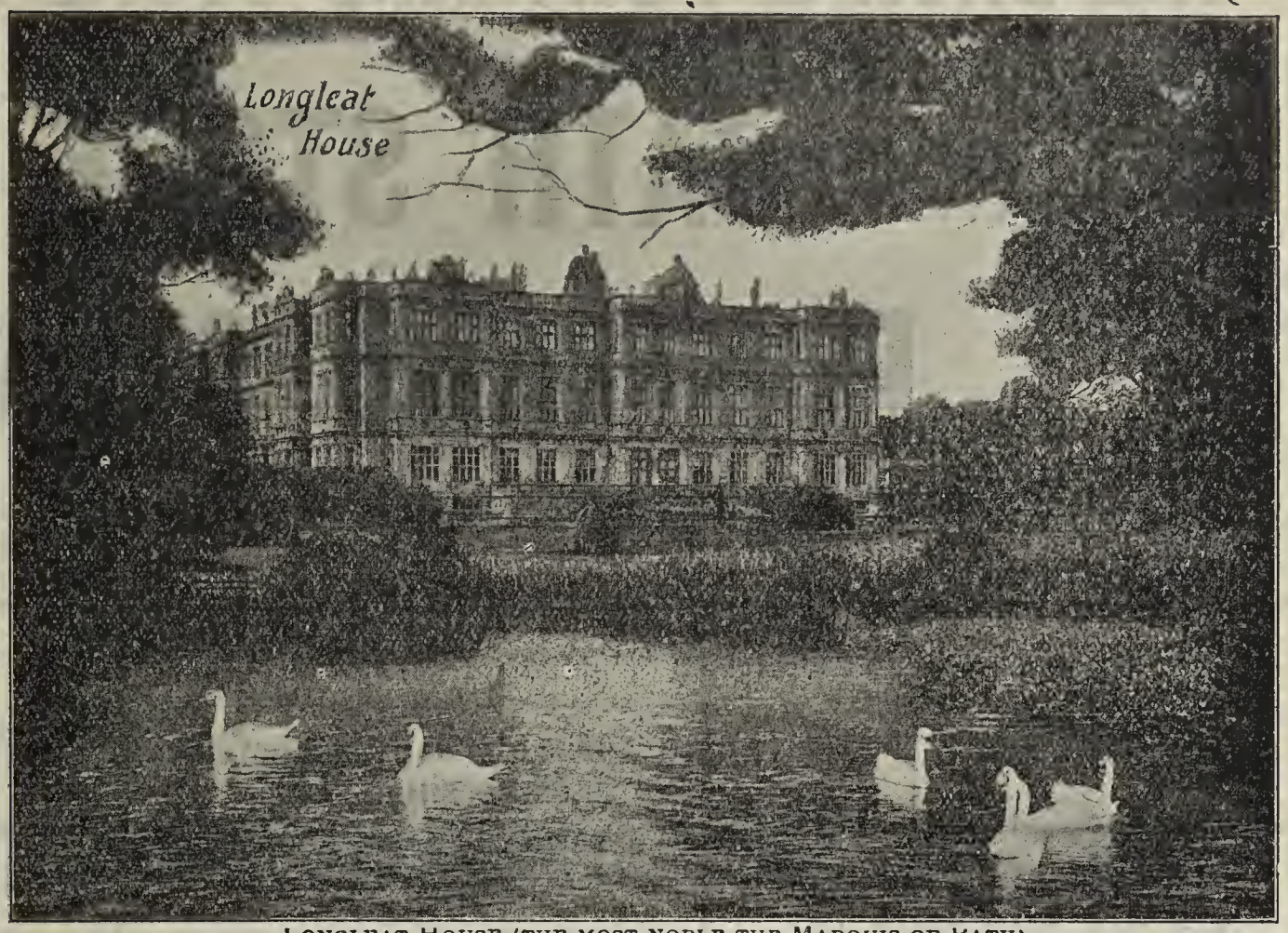
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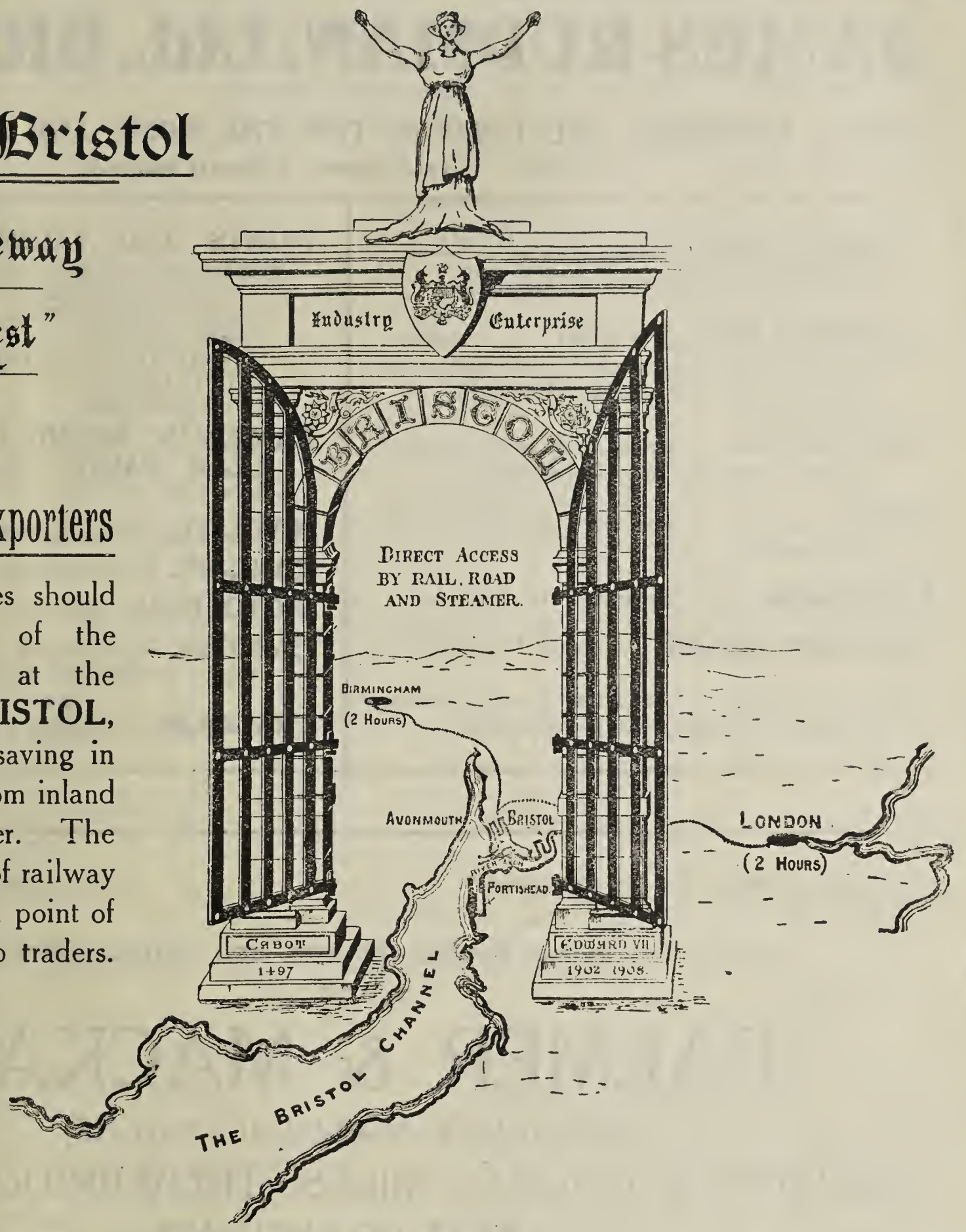
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OF THE

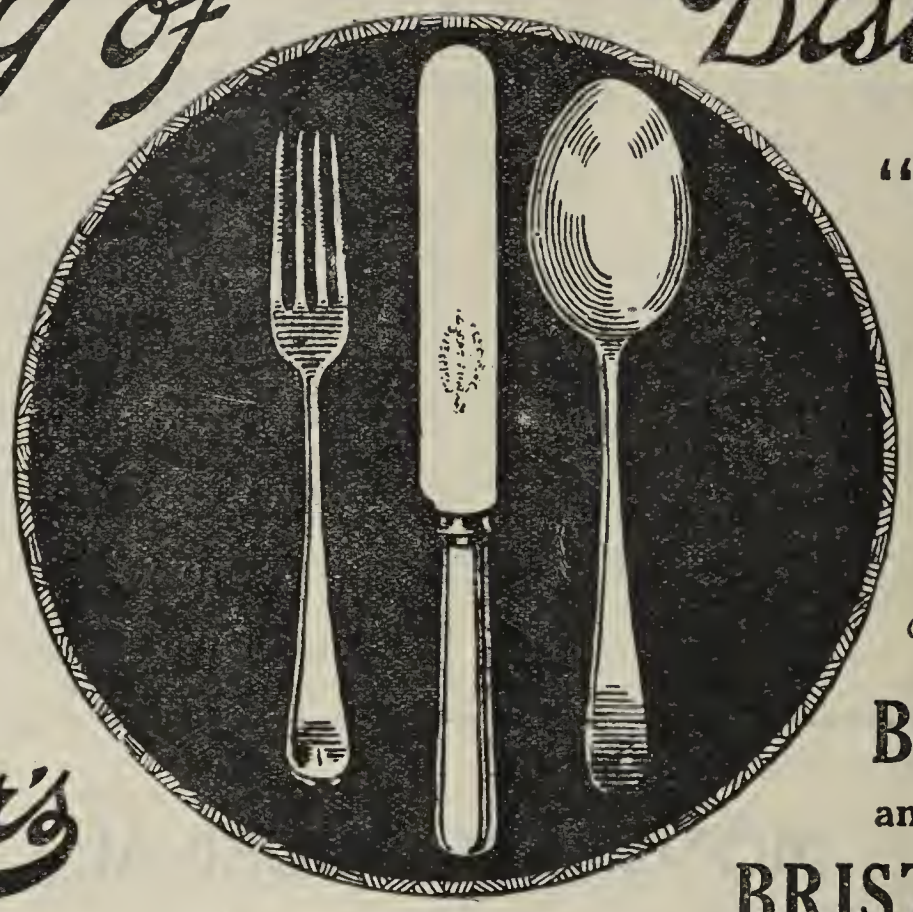
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**BROADMEAD, BRISTOL**

**It is suggested that after this Journal has been perused, it should be circulated among your staff. The advertising pages as well as the literary matter should be of considerable interest.**

## Editorial Notices.

*The Bristol Incorporated Chamber of Commerce and Shipping accepts no responsibility for the opinions expressed in articles or letters appearing in this Journal.*

*Space is necessarily limited, but the Editors will be pleased to consider short articles or letters on subjects of general mercantile, trade, or industrial interest, and to insert them, if possible.*

*Inquiries for advertisement spaces should be addressed to the Bristol Incorporated Chamber of Commerce and Shipping, the Guildhall, Small Street, Bristol.*

## Chamber Notices.

*Offices:—Chamber of Commerce, Guildhall, Small Street, Bristol.*

*Office Hours:*—9.30 *a.m.* to 5 *p.m.* (*Saturdays*, 9.30 *a.m.* to 12.30 *p.m.*)

*Telephone:—Bristol* 368.

*Telegraphic Address:—"Chamber Commerce, Bristol."*

*Council Meetings are held on the third Wednesday in each month.*

*The Chamber is able to give or to obtain information respecting Railway Rates and Conditions, Tariffs, Customs Regulations, Openings for Trade, appointment of agents abroad, and other commercial matters.*

*Certificates of Origin, etc., may be obtained on application to the Secretary.*

———:o:———

## THE ASSOCIATION OF BRITISH CHAMBERS OF COMMERCE.

Sir Arthur Shirley Benn, K.B.E., M.P., presided over the Quarterly meeting of the Association of British Chambers of Commerce, held in London, on the 19th July, 1922, when there was a representative attendance.

The practical character of the deliberations is shown by the appended resolutions which were adopted.

### *FINANCE AND TAXATION.*

*German Reparations.*

"That this Association views with alarm the drifting of the question of German Reparations and feels that until a definite line is agreed upon with our Allies and kept to there can be no improvement in trade with Central Europe."

*National Expenditure.*

"That this Association views with alarm the continued high level of Taxation which, in its opinion, can only be reduced by a drastic reduction in national expenditure, and therefore urges H.M. Government to approximate more closely to the recommendations of the Geddes Committee in this respect. The Association draws particular attention to the continued excessive cost of the Civil Services, now some five or six times the cost in 1914-15."

*Taxation of Co-operative Societies.*

"That this Association again requests H.M. Government to include Co-operative Societies for assessment on their trading surplus as recommended by the Royal Commission on the Income Tax, or to introduce a measure by which these Societies are no longer in a specially favoured position in competition with other forms of trade which have to contribute to the National Exchequer."

*Cheque and Receipt Stamps.*

"That this Association desires to again call the attention of H.M. Government to the high charges still being enforced on the commercial community in the form of a 2d. stamp on receipts and a 2d. stamp on cheques, for which no corresponding service is received by the payer. It strongly urges the Government to at once reduce this imposition to the pre-war value of 1d. in each case, in keeping with the fall in values and with economic requirements."

### *HOME AFFAIRS AND TRANSPORT.*

*Post Office Surpluses.*

"This Association records its thanks to the Postmaster-General for the reductions in postal charges which he recently brought into operation, and trusts that while the rates are higher than before the war the principle will be adhered to in the future that all anticipated surpluses of the Post Office will be promptly utilised for further reductions in the charges."

*Halfpenny Post.*

"That in the opinion of this Association of British Chambers of Commerce the regulation providing that printed matter to obtain the advantage of halfpenny postage must be posted not later than the nearest previous collection to 3.30 p.m. is a serious bar to the much needed expansion of business, as a large proportion of this printed matter consists of invoices, orders, advices, receipts, price lists, and quotations which latter it is necessary should be based upon afternoon markets which is impossible under the present regulation. The Association therefore requests the Postmaster-General to revert to pre-war practice by making such arrangements as will enable this class of correspondence to be received at principal Post Offices up to within an hour of the despatch of the evening mails, and at the ordinary posting hours for collections from rural districts, sub-offices and pillar-boxes, etc., and that the Postmaster General be requested to receive a deputation on the subject."

*Government Trading in Ordnance Survey Maps.*

"The Association of British Chambers of Commerce protests against the competition of the Ordnance Survey Department with the geographical printing and publishing trade of the country, and is firmly convinced that Government trading, in competition with any established private enterprise, is both wasteful of public money and destructive of the commercial interests of the country, and urges that a Parliamentary Inquiry should be made into the activities of the Department."

*Trades Boards Acts.*

"That this Association generally approves of the recommendations set out in the Report of the Cave Commission, and urges His Majesty's Government to take the necessary legislative action as quickly as possible."

*Patent Office—Congestion and Delays.*

"That having regard to numerous complaints that there is undue delay in certain cases in the granting of Patents and the registration of Trade Marks, this Association is of opinion that the question should be at once brought to the notice of the President of the Board of Trade with the object of obtaining a remedy."

*Summer-Time.*

"That this Association views with concern the curtailment of the period of summer-time. Whilst prepared to accept the revision as a concession to agricultural interests, the Association trusts that no further encroachment shall be permitted on the period of Daylight Saving, which has proved an inestimable boon to the commercial community, and that permanency will be given to the existing regulations."

## *FOREIGN AND COLONIAL AFFAIRS.*

*India and the Imperial Institute.*

"That this Association of British Chambers of Commerce greatly regrets the decision of the Government of India to discontinue its annual grant to the Imperial Institute. In view of the valuable work which the Institute has done for India, with which the Association of British Chambers of Commerce has in recent years been closely associated, and the importance of the Institute work not only to the industrial development of India, but to Indian trade with this country, the Association earnestly hopes that the Government of India will reconsider this question, especially in view of the increased support which other Governments, including the British Government, have now decided to give to the Imperial Institute, in order to develop the operations of the Institute on the broadest lines in the interests of all the parts of the Empire."

*Commercial Arbitration.*

"That Chambers of Commerce be invited to consider the scheme for the settlement of disputes between traders of different countries recently set up by the International Chamber of Commerce and, in order that the scheme may be tested in practical work, to recommend their Members to make use of the facilities offered which are not confined to direct Members of the International Chamber only."

*Empire Resources.*

"That this Association, while welcoming the passing of the Empire Settlement Act and approving the objects sought to be attained thereby in the joint interests of the Dominions and of Great Britain, desires to emphasize the view that the continued development of the resources of the Empire by every possible means is absolutely essential to its prosperity and safety in view of the difficult conditions created since the war, and urges upon His Majesty's Government the need for convening at an early date an Imperial Conference at which the self-governing Dominions, the British Government, and the commercial and Industrial Communities shall be adequately represented, with the object of concerting further measures to meet the vital necessities of the present situation."

*Curtailment of Commercial, Diplomatic and Trade Commissioner Services.—*

"That this Association views with alarm the steps which are being taken to curtail the Overseas Organisation of the Department of Overseas Trade. It regards the maintenance of a complete Commercial Diplomatic Service Overseas as vitally essential to the proper development of British trade, and considers its curtailment false economy on the part of His Majesty's Government.

"That the Executive Council be requested to arrange for an early Deputation to the Foreign Ofice and /or the Department of Overseas Trade to discuss the whole question of Commercial representation abroad."

*United States Mails.*

"This Association is of opinion that the United States mails coming to this country by the Express Mail boats should be disembarked at Plymouth, as from one to three days in their delivery would be saved by so doing. This would also give passengers the opportunity of saving time in reaching London and other parts of the Kingdom, should they desire to do so. Further, as these steamers at present call at Cherbourg before proceeding to Southampton, the Continent receives its business and other letters before this country."

*British Claims against the Turkish Government.*

"This Association of British Chambers of Commerce draws the special attention of His Majesty's Government to the difficult position in which British traders in Turkey have been placed by reason of the long delay in completing the Treaty of Peace with that country, which delay is also having a detrimental effect upon British trade with Turkey, and urges upon His Majesty's Government to give immediate consideration to the reparation claims of such British traders against the Turkish Government, with a view to their being advanced a portion of such claims pending the completion of the Treaty."

*Channel Tunnel.*

"That this Association reaffirms its previous resolutions in favour of the construction of the Channel Tunnel, and considers that the present time is opportune for definite measures being taken to that end."

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The following resolution was passed by an insufficient majority (20 to 11) and has been referred to the Executive Council:—

*Carriage of Goods by Sea.*

"That the 'Rules for the Carriage of Goods by Sea' agreed to at an informal Conference at the Board of Trade between representatives of Shipowners and of certain Cargo Interests be accepted in the interests of the commercial community for the purpose of being embodied in the proposed British Government's legislation, it being clearly understood that the Rules simply express agreed terms between all parties interested for the purpose of the above legislation."

———:o:———

# BRISTOL CHAMBER OF COMMERCE.

## ELECTION OF OFFICERS.

The President (Mr. Gerard E. Fox) presided at the Monthly Meeting of the Council of the Bristol Chamber of Commerce held on July 26th, 1922, supported by Messrs. Rowland Adams (Green Fruit Trade Section), H. R. W. Bamberger, Charles E. Barry, J. Herbert Budgett, T. Howard Butler (Cooperage Trade Section), T. Hosegood Davies, A. Gibbons (Dried Fruit Trade Section), Hugh L. E. Hosegood, G. Pallisei Martin, Henry L. Riseley, G. B. Shipway (Sugar Trade Section), Egbert Spear, George F. Stone, E. T. Thornton, R. Hilton Todd, Wilberforce N. Tribe, Frank O. Wills, Norman Wills (Paint Trade Section), and Mr. W. J. Hilliar, Secretary.

*Election of Officers.*

In accordance with the constitution of the Chamber the first business of the Meeting was the election of Officers for the current year, and the following appointments were made unanimously:—President, Mr. E. T. Thornton; Senior Vice-President, Mr. T. Hosegood Davies; Junior Vice-President, Mr. Charles E. Barry, each of whom made suitable acknowledgment.

*Vote of Thanks to retiring President.*

A most cordial vote of thanks was passed with acclamation to Mr. Gerard E. Fox for the able manner in which he had conducted the affairs of the Chamber during his Presidency.

Speakers paid high tribute to Mr. Fox by whose energy, initiative and zeal the status of the Chamber had been raised and its scope of influence and usefulness widened.

Mr. Gerard E. Fox in responding said that he had not accomplished all he had set out to do, and he was conscious of having left a burden for his successor to bear. But he assured the newly elected President that he would render him all the assistance in his power. Mr. Fox thanked the officers, Past Presidents and Council generally for the whole-hearted and loyal support they had given him during his year of office.

*Standing Committees.*

The Standing Committees of the Chamber—Docks and Shipping: Railways and Canals: Finance: Parliamentary and General Purposes, were elected *en bloc.*

*New Members of the Council.*

Mr. D. Ross-Johnson, General Manager of the Bristol Docks; Mr. R. G. Hervey (Banking Profession) and Mr. S. H. Palmer (Insurance Profession) were elected Members of the Council.

*Postal Service—Halfpenny Post.*

The Council had before them numerous complaints of the inconvenience caused by the operation of the restriction in the matter of hours of posting for halfpenny packets under the printed paper rate.

The Chairman pointed out that the Chamber had already joined in the representations made by the Association of British Chambers of Commerce to H.M. Postmaster-General who had been asked to receive a deputation on the subject; but suggested that it would strengthen the case of the commercial community if Bristol were to make out a case on the evidence before them and submit it direct. It was decided to adopt this course.

*Inland Waterways.*

An invitation was accepted from the Bristol and District Employment Committee to take part in a Conference to discuss the improvement of the canal system between the Bristol Channel and the Midlands. The Chamber were informed that the scheme had, as its object, the relief of unemployment, primarily by the absorption of labour in constructional changes and eventually, by the impetus to industry which should follow upon the provision of a cheaper and freer channel for imports and exports.

The President (Mr. E. T. Thornton) and Dr. T. Howard Butler were appointed to represent the Chamber at the Conference.

*Temple Meads Railway Station.*

It was reported that a small deputation from the Chamber were visiting Paddington on Monday, the 31st inst., for a mutual interchange of views with the Railway authorities as to the needs of Bristol in respect of extensions and improvements at the central station.

*Associated Chambers of Commerce.*

Mr. J. Herbert Budgett gave an account of the transactions at recent meetings of the Associated Chambers of Commerce, in London, and directed attention to the good work that had been done in connection with the Finance Bill, particularly in respect of the withdrawal of Clause 14 and the inclusion of Clause 17.

*Royal Colonial Institute.*

A letter was read from the Royal Colonial Institute, Bristol Branch, inviting the President of the Chamber to become a Vice-President and it was unanimously agreed that this be accepted.

*New Members.*

Upon the proposition of the Chairman, the following were elected members of the Chamber: Messrs. Van Oppen & Co., Ltd. (International Transport, Shipping and Insurance Freightbrokers); Mr. Richard Lowe (Secretary, Bristol, West of England, and S. Wales Permanent Building Society); F. G. Cox & Co. and Howard Stephens Ltd. (Motor Engineers); Wm. Robert Lilly Esq. (Blick Typewriter Co. Ltd.); Allan Hobbs, Esq. (Stuckey's Café Restaurant); Western Sales Promotion Agency (Advertising Service).

———:o:———

## REDUCTION OF RAILWAY RATES.

AUGUST 1ST, 1922.

The following table should prove of service to railway users in calculating the present C. & D. and S. to S. Rates. It has been compiled by Mr. J. A. Radford, Bristol, who, with his extensive knowledge of railway matters, has assisted the Bristol Chamber on many occasions.

The Pence and Shillings are shown in separate sections: to ascertain a given new rate it is only necessary to add the figures shown against the Shillings and Pence forming the old or base rate. For example—to find the new rate for 16/5d. C. & D., it will be seen that 16/– with the various increases becomes 30/–, and that 5d. equals 9d. The new rate therefore, is 30/9d. As another instance, the new rate for 3/8d. S. to S. is 5/7d., as shown against 3/–, plus 1/2d., shown against 8d., equals 6/9.

PENCE—C. & D. AND S. to S.

| Base Rate. | | Base Rate. | | Base Rate. | |
|---|---|---|---|---|---|
| 1d. | = 2d. | 5d. | = 9d. | 9d. | = 1/4 |
| 2d. | = 4d. | 6d. | = 11d. | 10d. | = 1/6 |
| 3d. | = 5d. | 7d. | = 1/– | 11d. | = 1/7 |
| 4d. | = 7d. | 8d. | = 1/2 | | |

SHILLINGS—C. & D.

| Base Rate. | | s. d. | Base Rate. | | s. d. | Base Rate. | | s. d. |
|---|---|---|---|---|---|---|---|---|
| 7/– | = | 14.3 | 21/– | = | 38.9 | 35/– | = | 63.3 |
| 8/– | = | 16.0 | 22/– | = | 40.6 | 36/– | = | 65.0 |
| 9/– | = | 17.9 | 23/– | = | 42.3 | 37/– | = | 66.9 |
| 10/– | = | 19.6 | 24/– | = | 44.0 | 38/– | = | 68.6 |
| 11/– | = | 21.3 | 25/– | = | 45.9 | 39/– | = | 70.3 |
| 12/– | = | 23.0 | 26/– | = | 47.6 | 40/– | = | 72.0 |
| 13/– | = | 24.9 | 27/– | = | 49.3 | 41/– | = | 73.9 |
| 14/– | = | 26.6 | 28/– | = | 51.0 | 42/– | = | 75.6 |
| 15/– | = | 28.3 | 29/– | = | 52.9 | 43/– | = | 77.3 |
| 16/– | = | 30.0 | 30/– | = | 54.6 | 44/– | = | 79.0 |
| 17/– | = | 31.9 | 31/– | = | 56.3 | 45/– | = | 80.9 |
| 18/– | = | 33.6 | 32/– | = | 58.0 | 46/– | = | 82.6 |
| 19/– | = | 35.3 | 33/– | = | 59.9 | 47/– | = | 84.3 |
| 20/– | = | 37.0 | 34/– | = | 61.6 | 48/– | = | 86.0 |

SHILLINGS—S. to S., CLASS C, 2 TONS.

| Base Rate. | | s. d. | Base Rate. | | s. d. | Base Rate. | | s. d. |
|---|---|---|---|---|---|---|---|---|
| 1/– | = | 2.1 | 9/– | = | 16.1 | 17/– | = | 30.1 |
| 2/– | = | 3.10 | 10/– | = | 17.10 | 18/– | = | 31.10 |
| 3/– | = | 5.7 | 11/– | = | 19.7 | 19/– | = | 33.7 |
| 4/– | = | 7.4 | 12/– | = | 21.4 | 20/– | = | 35.4 |
| 5/– | = | 9.1 | 13/– | = | 23.1 | 21/– | = | 37.1 |
| 6/– | = | 10.10 | 14/– | = | 24.10 | 22/– | = | 38.10 |
| 7/– | = | 12.7 | 15/– | = | 26.7 | 23/– | = | 40.7 |
| 8/– | = | 14.4 | 16/– | = | 28.4 | 24/– | = | 42.4 |

## PORT OF BRISTOL.

An interesting event during the past month was a visit of about 80 members of the Bath Chamber of Commerce headed by their President, Mr. David A. Evans, and Secretary, Mr. H. Brice Mundy, and accompanied by the Mayor of Bath. The visitors were received by the Chairman of the Bristol Docks Committee, Alderman H. W. Twiggs, J.P., assisted by the General Manager & Secretary and other executive officers.



30-ton Floating Crane lifting an 8-ton section of the boilers of the S.S. "Wangaratta."

A letter as follows has subsequently been received from the Secretary of the Bath Chamber of Commerce:—

D. Ross-Johnson, Esq., C.B.E.,V.D., M.Inst.T.

DEAR SIR,

I am desired by the President of the Chamber, the Mayor of Bath, and those members of the Bath Chamber of Commerce who visited the Docks yesterday afternoon, to again express to you their deep appreciation of the courtesy extended to them by yourself and those gentlemen who so kindly acted as guides round the extensive buildings and interesting outdoor developments of the "Gateway of the West."

The splendid hospitality accorded us and the speeches by Alderman Twiggs and yourself were much enjoyed.

Trusting that the sister cities may long co-operate to the commercial advantage of each other and remain on the most friendly terms is the earnest wish of

Yours faithfully,

H. BRICE MUNDY, *Secretary*.

It only remains to add here that the visit was welcomed and appreciated by the Dock Authority and it is hoped that other Chambers and bodies of traders will follow the lead given by the Bath Chamber and send along deputations.

The need of such visits is shown by the many expressions made on such occasions by individuals as to their surprise that facilities existed such as they have taken the opportunity to view. It is rather astonishing and in fact almost disconcerting to find that traders located so near to the Port should express lack of information as to the existence of facilities which are vital to the strictly economical conduct of the traders' own business.

It is not every trader who is an importer or shipper, but every trader is a buyer, and it is valuable and necessary information to him as a buyer that he should know of the Docks

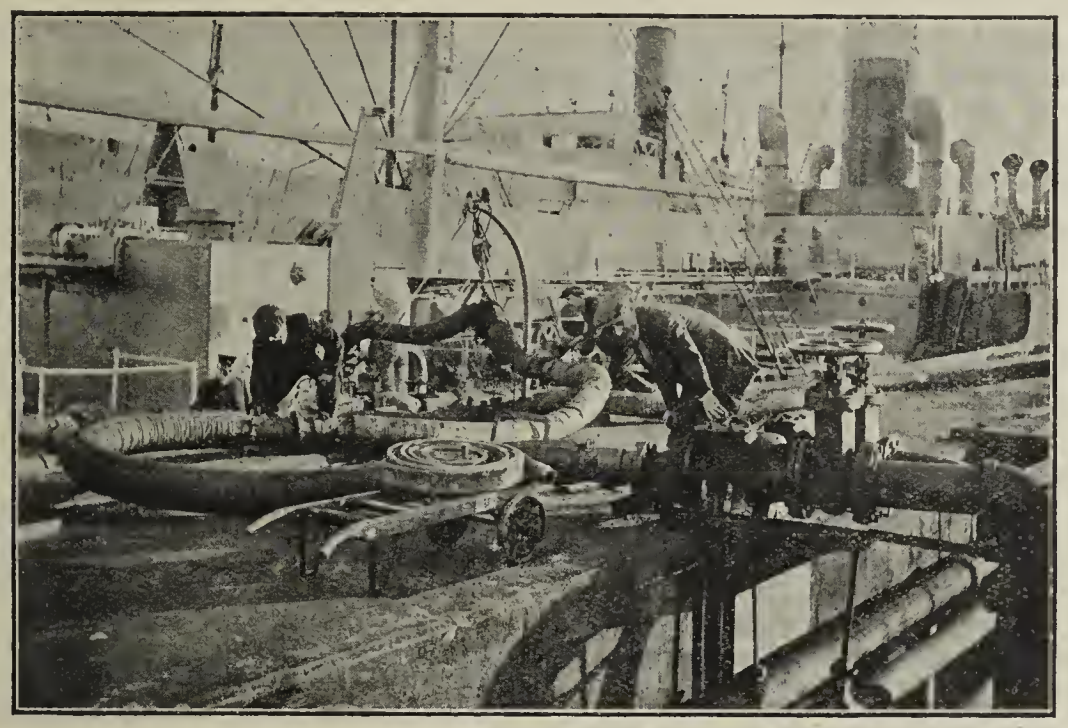
and shipping facilities nearest his door so that when buying he may stipulate, or at least ask for, delivery ex those Docks, instead of paying the carriage from another port which, by being considerably further distant, mulcts him (the buyer) in substantially heavier payments for carriage on the goods which he has purchased.

As previously pointed out in these columns buyers cannot too often reiterate when purchasing goods that they should be delivered *ex their nearest port*—the constant reiteration has cumulative effect upon their sellers, as shippers of the goods when they decide upon the English port of delivery for their consignments.

The following table of net register tonnage both with cargoes and in ballast for the year ended April 30th shows that of the principal ports Bristol now holds the ninth position as compared with the tenth last year.

## AMERICA AND SHIPPING.

Inexperienced in the control of a large mercantile fleet, the U.S.A. is likely to be plunged into action which she may deeply regret. Not for the first time since the war have some of her legislators made an attempt to redeem the failure of her mercantile marine at the expense of other nationalities. Owing, it is stated, to the American Government having lost 50 millions per annum in the last few years by her ownership of a large passenger and cargo fleet, Senators have introduced into Congress a Bill, which, broadly, proposes that all ships, whatever their nationality, shall pay larger import dues and Customs charges than those flying the Stars and Stripes; that the increased revenue thus obtained shall be applied to subsidise American shipping; that specially favourable rates shall be granted on the railroads for all goods brought over on



Discharging oil at the Oil Jetty, Royal Edward Dock, Avonmouth.

### REGISTER TONNAGE.

NET TONNAGE OF VESSELS ARRIVING FROM FOREIGN PORTS WITH CARGOES AND IN BALLAST, EXTRACTED FROM MINISTRY OF TRANSPORT RETURNS.

TWELVE MONTHS ENDING 30TH APRIL, 1921 AND 1922:—

| United Kingdom. | 1921. | | | 1922. | | | Gain or loss per cent. |
|---|---|---|---|---|---|---|---|
| | 65,457,460 | | | 75,272,072 | | | |
| | No. | Tons. | Per Cent. | No. | Tons. | Per Cent. | |
| London ... | 1 | 11,940,622 | 18.2 | 1 | 14,017,173 | 18.6 | 17.4 |
| Liverpool ... | 2 | 9,277,447 | 14.2 | 2 | 10,085,028 | 13.4 | 8.7 |
| Southampton | 3 | 4,283,590 | 6.5 | 5 | 4,779,623 | 6.4 | 11.6 |
| Newcastle ... | 4 | 4,185,887 | 6.4 | 4 | 4,955,912 | 6.6 | 18.4 |
| Cardiff ... | 5 | 3,958,550 | 6.0 | 3 | 4,969,321 | 6.6 | 25.5 |
| Hull ... | 6 | 3,203,513 | 4.9 | 6 | 3,893,343 | 5.2 | 21.5 |
| Glasgow ... | 7 | 2,397,103 | 3.6 | 7 | 2,740,892 | 3.6 | 14.4 |
| Manchester | 8 | 1,745,460 | 2.7 | 8 | 1,948,964 | 2.6 | 11.7 |
| Middlesbrough | 9 | 1,740,535 | 2.7 | 13 | 1,405,678 | 1.9 | -19.2 |
| BRISTOL ... | 10 | 1,467,395 | 2.2 | 9 | 1,706,607 | 2.3 | 16.3 |
| Newport ... | 11 | 1,408,427 | 2.2 | 12 | 1,467,474 | 1.9 | 4.2 |
| Grimsby (including Immingham) | 12 | 1,081,694 | 1.7 | 11 | 1,471,711 | 2.0 | 36.1 |
| Swansea ... | 13 | 1,011,459 | 1.5 | 10 | 1,539,168 | 2.1 | 52.2 |
| Leith ... | 14 | 876,080 | 1.3 | 14 | 1,133,839 | 1.5 | 29.4 |
| All other Ports | | 16,879,698 | 25.9 | | 19,157,339 | 25.3 | 13.5 |
| | | 65,457,460 | 100.0 | | 75,272,072 | 100.0 | 15.0 |

American ships; and that shippers bringing their cargoes on American ships will receive income tax repaid on the freight paid.

In view of the heavy losses sustained by the American Government we can quite appreciate their anxiety to do something which will encourage their new industry and put it on a basis of profit and progress, but the method suggested will prove fallacious to her ambitions. Over a century ago the famous economist, Lizst, justified the general principle that in cases of new industries which it was desirable to encourage the weapon of the tariff against foreign competitors might sometimes be used with advantage. The U.S.A. has time and again proceeded upon this principle in most of her industrial efforts, and upon occasions has in the past two decades recognised the wisdom of Lizst's second principle that when an industry is well on its feet the State protection afforded might be diminished. During Dr. Woodrow Wilson's term of office tariffs were lowered in several instances, but in the past few months there has been manifested a tendency to raise the tariff wall again. We trust Congress will not act misguidedly with her shipping interests. There are several important enquiries she must make before arriving at the vital decision of passing such an impulsive measure as that of the Merchant Marine Bill now being discussed. First of all, is her fleet large enough to accommodate all her requirements for the transhipment of her manufactures? If not, will not manufacturers and shippers have just cause for complaint that

because they are compelled to use the ships owned by other nationalities they are handicapped in competition by not being granted a rebate ? Maybe, at present owing to the depressed state of international trade the American ships could cater for all her citizens' requirements, but we are all hoping that the depression in trade will not last long. Legislators must take a far-sighted view, making sure that in legislating for to-day they may not be imperilling to-morrow. Then, again, are there not some ports at which the American ships cannot call because the fleet is insufficient for the task? No nation can do all its own shipping. Will American shippers be penalised for having to make recourse to the ships of other nationalities which may be journeying to the port they require ? A wonderful system of organisation of her mercantile transport will have to be evolved if the principal clauses of the Bill under discussion are not to inflict hardship even on her own people.

But what of other nations ? Ourselves, for instance. British shipowners do not intend that the unfair competition proposed shall be accepted without demur. Speaking on June 1st at the annual meeting of the Royal Mail Steam Packet Company, Sir Owen Philipps, G.C.M.G., M.P. (the chairman), put the case very well when he declared :—

" In British shipping, one of the outstanding after-results of the war has been the growth of foreign competition. The Great War gave a big stimulus to the mercantile marines of a number of countries, and owing to the temporary shortage of shipping immediately following the war, the new-comers for the time being prospered exceedingly. Then came the slump, and there was not enough business to go round, which has resulted in severe competition in almost every trade.

" While British shipping has to fight unaided for its existence, foreign ships are in many cases supported and assisted in various ways by their respective Governments. British shipowners firmly believe that in the long run they will more than hold their own, but where competition is State-aided it must necessarily be an uphill fight, and British shipowners may need to look to their Government for a greater measure of sympathy and consideration towards the shipping industry than has hitherto been extended to them.

" It must not be forgotten that British shipping played a vital part in the war, and, in my view, the British nation cannot, under any circumstances, afford to let its mercantile marine take a secondary place.

" Another outstanding factor in shipping since the war has been the growing tendency among certain nations to discriminate in various ways against the ships of nationalities other than their own, such as debarring them from participation in coastwise trade, imposing much heavier dues and Customs charges in the case of foreign ships than against their own, and otherwise.

" Great Britain has stood for centuries for the freedom of the seas and extends to vessels of all nations the same treatment in all respects as to her own. It is in the interests of all that the seven seas should be free, and I hope that all discriminatory measures may be dropped.

" If, on the contrary, foreign nations impose restrictions and penalties against the British mercantile marine, it may be necessary for Great Britain, in self-protection, to reconsider her position. There is an Act of Parliament of 1853, which has been on the Statute Book for 70 years, giving the British Government at any moment power to take immediate measures to protect her Mercantile Marine against unfair discrimination."

We cannot believe that the U.S.A. will be so negligent of their own interests as to persist in the policy disclosed in the Bill now before their Congress, and as a last word at the moment we may add that sooner or later America will find that a Government-owned shipping enterprise cannot weather the economic storm without being constantly dry-nursed—or, rather, dry-docked. Instead of being a national asset, it is a liability.

———:o:———

## THE IMPERIAL CABLE ROUTE.

Business men in Bristol and the West of England will do well to consider the facilities given by the Imperial Cable Route for communication between the Mother Country, the Colonies and the United States of America.

Formerly connecting Emden with New York via the Azores, the Imperial Cable is one of the spoils of war, and as a means of communication during the war was of the utmost value. At the close of the war the possibilities of the Cable as a commercial asset were recognised and steps were taken to provide the greatest facilities to the cabling public in Great Britain and her Colonies.

The cable provides direct communication between London and Halifax, Nova Scotia, and from Halifax a land line following the Canadian Pacific Railway route runs to Bamfield in Vancouver on the Pacific seaboard of Canada. At Bamfield the cable is linked up with the older " Pacific " cable which runs to Sydney via Fanning Island, Suva (Fiji Islands), Norfolk Island and Auckland N.Z. From Norfolk Island a supplementary cable runs to Southport near Brisbane.

From Halifax, Nova Scotia, lines radiate into Canada and the United States and connection is also established with the Bermuda Cable giving direct communication with the British West Indies and British Guiana.

Since the 1st July of this year a second cable working between London and Halifax has been taken over by the Post Office, and the service provided "via Imperial" which was already of a high standard, has been still further improved. The cables are fitted with the most up-to-date fast-speed apparatus and the time of transmission is usually less than 1½ hours to Montreal and 4 hours to Sydney.

Deferred Service to Canada via the Imperial Cable Route at reduced pre-war rates has been restored, and deferred telegrams for Eastern Provinces (including Montreal, Toronto, Ottawa, Quebec, etc.) are carried for the low rate of 4½d. a word. The use of figures is allowed in deferred telegrams to Canada, the West Indies and Australasia.

The week-end service to Australasia at quarter rates (9d. a word to Australia and 8d. to New Zealand with a minimum charge for 20 words) has also been restored. Messages handed in on Saturday or any previous day are despatched during the week-end and are usually delivered on Monday morning.

The following special facilities etc., are given by the Post Office in connection with telegrams sent and received " via Imperial " :—

1. A free credit account in respect of telegrams sent " via Imperial " (without deposit or book-keeping fee).

2. Charges for repetition of messages received " via Imperial " are waived in all cases.

3. Free receipts are issued if desired in connection with telegrams handed in for transmission " via Imperial."

4. Abbreviated addresses for use "via Imperial" are registered free in the United Kingdom.

5. A firm's outward messages may be collected by messenger on receipt of requests over telephone Bristol 1590.

*Imperial Wireless.*

Since April last a new Anglo-Egyptian Wireless Service via the Imperial Wireless Stations near Oxford and Cairo has been opened and is available for the transmission of telegrams to and from Egypt, Palestine and Syria at reduced rates. The rates of charge "via Wireless" will be 3d. a word less than the corresponding cable rates for full-rate telegrams to Egypt, Palestine and Syria, and 1½d. a word less than the corresponding cable rates for deferred telegrams. At these rates a deferred telegram may be sent to Alexandria or Cairo at the low rate of 4½d. a word; to Gaza, Jaffa or Jerusalem for 5d. a word and to Aleppo, Beyrouth or Damascus for 6d. a word.

All firms with Imperial Cable accounts who wish to use the Wireless Route will be given the same facilities for messages "via Wireless" as for messages "via Imperial" and it is hoped to extend these facilities to all users of the Wireless Route in the near future.

Full information will be given promptly to intending users of the "Imperial" and "Wireless" routes, if enquiry is made over telephone Bristol 5190.

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## BRISTOL DOCK DUES ONE HUNDRED YEARS AGO.

We publish below a further instalment of Cosmo's letters, through the influence of which this Chamber of Commerce was formed.

LETTER VIII.

(*November 30th*, 1822.)

TO THE COMMON COUNCIL OF THE CITY OF BRISTOL.

GENTLEMEN,

In my Letter this week I intend to treat of the OPPRESSIVE and PARTIAL EFFECTS of the TOWN DUES. And so numerous are the instances of them that have come to my knowledge, that I am at a loss which to select. I will begin first with attempting to shew how the mode of taxation, by taking an *ad valorem* duty instead of a fixed rate, operates upon trade. To the *partiality* of this mode of taxation I shall hereafter allude. I will take for instance the article of WOOLLEN CLOTHS, which is exported in bales or packages, the Town Dues for which are charged according to the *value* of each package, instead of 3d. 4d. or 6d. per package, as in Liverpool, &c. &c. And there is not, I will venture to assert, a shipping agent in the port, but could produce you proof, that in many cases this *ad valorem* duty has exceeded the freight of the article to a foreign port, and even sometimes the Government duty itself. Indeed it has operated to the total prohibition of the exportation of a certain species of cloth from this port, and consequently, though seated in the very heart of the first clothing county in the kingdom, and Bristol is the natural port for exportation, we have lost nearly all our Foreign Trade in Woollen Cloths, and they are even sent to Liverpool in preference, frequently at the expence of Land Carriage; the Town Dues alone of our port exceeding both the Land Freight to, and the Town Dues of the latter port.

The following calculations of the duties upon Nine Bales of Cloth, intended to be shipped from hence to New York, now lies before me, and in consequence of the heavy expences of shipment here, they were sent *via* London or Liverpool.

Extract from the letter of a Correspondent :—

9th July, 1810.

*The LONDON, Thomas Hare, for New York.*

| | | | |
|---|---|---|---|
| 27 Cwt. Woollens, value .. .. .. | £3000 | 0 | 0 |
| Duty .. .. .. .. | £120 | 0 | 0 |
| Entry .. .. .. | 0 | 1 | 6 |
| The Crew .. .. .. | 0 | 2 | 6 |
| Comptroller's Fee .. .. | 0 | 0 | 8 |
| Wharfage .. .. .. | 0 | 4 | 6 |
| Town Dues .. .. | 16 | 13 | 4 |
| | 137 | 2 | 6 |

Nine Bales, viz.

| | | |
|---|---|---|
| Bale No. 1, containing | 12 Ends Broad Cloth | £300 |
| .. .. 2 .. .. | 14 .. .. .. | 350 |
| .. .. 3 .. .. | 14 .. .. .. | 350 |
| .. .. 4 .. .. | 14 .. .. .. | 350 |
| .. .. 5 .. .. | 15 .. .. .. | 375 |
| .. .. 6 .. .. | 18 .. .. .. | 270 |
| .. .. 7 .. .. | 13 .. .. .. | 325 |
| | 2 Pieces Cassimere | 30 |
| .. .. 8 .. .. | 12 Pieces, 16 Ends } Ditto | 350 |
| .. .. 9 .. .. | 20 Pieces Ditto | 240 |
| | 116 Ends, 34 Pieces | £2940 |

These were small bales, as the above shews. I have mislaid the Bill of Lading; the freight was 50s. per ton of 40 feet, probably £7. or £8. freight, about half the charge of the Town Dues. The bales have since been sent to London for shipment, though the manufactory is within 25 miles of Bristol.

I will mention another article, the exportation of which from the port of Bristol to Ireland and elsewhere, has, in consequence of the Town Dues, amounted nearly to a prohibition; I mean the article of Tea. In Liverpool, the Town Dues in and out do not amount to more than 1d. per chest. In Bristol, the charge is ONE SHILLING! !

It would be endless indeed to point out, what none of your Body can be unacquainted with, that the high Port Charges of Bristol have not only driven away great part of our Export Trade, but have deterred hundreds of young beginners, of good capital and family connexions, from engaging in commercial pursuits in this city.

What was it, which compelled the spirited individuals who embarked amongst us about four years ago in the East Indian trade, to relinquish their speculation? In a great measure, THE TOWN DUES; or at least, I believe I am perfectly correct in stating, that the former injurious effects of the Town Dues had completely shut out any market for the articles which they imported.

What has driven away the exportation of Woollens, Superfine Cloths and Kerseymeres from this Port? THE TOWN DUES.

Why does the little port of Newport in Monmouthshire, export *daily* its *Tons weight* of Iron, to be shipped from Liverpool for the Continent, &c. &c. encountering frequently a long and perilous passage, in preference to sending to Bristol, a passage but of a few hours? I answer again, the exorbitant TOWN DUES! !

Why are Gloucester and Chepstow at this time taking from us our Timber Trade? It is owing to the same reason, THE TOWN DUES!

And I have the fact from undoubted authority, that even in the importation of Corn and other produce from Ireland, the natural and contiguous ally of Bristol, the port of Southampton has, during the present year, rivalled this city in its imports from thence. And this is attributable also to THE TOWN DUES!!

I need not, I think, multiply examples of the injurious effects of the system in which you are persevering. But I shall perhaps better condense my facts, and more clearly expose the high and oppressive nature of these TOWN DUES, by inserting a comparative Statement of them upon a few staple articles, as charged by Liverpool and Bristol.

## PORT CHARGES IN LIVERPOOL AND BRISTOL.

| LIVERPOOL. | | BRISTOL. | |
|---|---|---|---|
| *COTTON, bag 300 lbs. at 1s.* | | | |
| Town duty .. .. | 0s. 2d | Town dues .. .. | 1s. 8d |
| Dock duty .. .. | 0 9 | Dock dues .. .. | 0 9 |
| | | Wharfage .. .. | 0 2 |
| | 0 11 | | 2 7 |
| *COFFEE, bag 140 lbs. at 1s. 6d.* | | | |
| Town duty .. .. | 0 2 | Town dues .. .. | 0 8 |
| Dock duty 2s. per ton | 0 1½ | Dock duty 3s. per ton | 0 2¼ |
| | | Wharfage .. .. | 0 0¾ |
| | 0 3½ | | 0 11 |
| *INDIGO, chest 324 lbs. at 7s.* | | | |
| Town duty .. .. | 0 4 | Town dues .. .. | 12 2 |
| Dock duty 1s. per 112lbs. | 2 0½ | Dock duty 3s. per ton | 3 7 |
| | | Wharfage 5d. per cwt. | 0 8½ |
| | 2 4½ | | 16 5½ |
| *SUGAR per bag, 100 bags to 140 cwt. 10 hhds.* | | | |
| Town duty .. .. | 8 4 | Town dues .. .. | 0 6 |
| Dock duty 2s. per ton on 10 hhds. .. | 14 0 | Dock duty 3s. per ton | 2 4 |
| | | Wharfage .. .. | 0 2 |
| | £1 2 4 | | |
| Per hhd. .. | 0 2 3 | | 3 0 |
| *PEPPER, per bag 316 lbs.* | | | |
| Town duty .. .. | 0 1 | Town dues .. .. | 0 10 |
| Dock duty 2s. per ton | 0 3½ | *Dock duty, suppose | 0 6 |
| | | Wharfage .. .. | 0 2 |
| | 0 4½ | | 1 6 |
| *GINGER, package 14 lbs. at 4d. per lb.* | | | |
| Town duty .. .. | 0 0½ | Town dues .. .. | 0 0½ |
| Dock duty 2s. per ton | 0 0⅛ | Dock dues 2d. per cwt. | 0 0⅛ |
| | | Wharfage .. .. | 0 0 |
| Less than | 0 0¾ | | 0 0¾ |
| | | For home consumption | 0 1¼ |
| *SALTPETRE, bag 3 cwt.* | | | |
| Town duty .. .. | 0 0½ | Town dues .. .. | 0 8½ |
| Dock duty 2s. per ton | 0 3½ | Dock dues 3s. per ton | 0 5 |
| | | Wharfage .. .. | 0 0¾ |
| | 0 4 | | 1 2¼ |

* Estimated same as Pimento.

It would in this letter, if I had room, be out of place to draw a comparison between the productiveness of *high* and *low* duties. I intend making it the subject of a separate letter; and I may perhaps, then convince you of the truth of Dr. Swift's observation, that in the Arithmetic of the Customs, *two* and *two* do not always make four, but sometimes only one.

I must defer my remarks on the *partiality* of the Town Dues to my next communication.

COSMO.

P.S. I feel highly obliged by several additional and highly valuable communications, elucidative of the important topics I am engaged in discussing. "M." would oblige me by his real name; as I am endeavouring to state no circumstances that I cannot authenticate—it will not be disclosed. The author of these letters must be allowed to state his facts and reasonings at the time he thinks most appropriate. Several well-wishers, therefore, to the object he has in view, must not feel disappointed, if they appear for a time to be unnoticed—*Rome was not built in a day.*

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# IMPERIAL INSTITUTE RAW MATERIALS COMMITTEE.

The following questions relating to raw materials were considered at a recent meeting of the Raw Materials Committee of the Imperial Institute which is nominated by the Association of British Chambers of Commerce.

### (1) UTILISATION OF RAW MATERIALS.

*(a) Progress Reports.*

*African Wild Silk.* As the result of further investigations by the Silk Production Committee of the Imperial Institute it has been definitely established that the nests of *Anaphe infracta*, and possibly those of some closely related species, are the most promising kinds for industrial utilisation. Arrangements are being made for a large consignment of the nests of *A. infracta* to be forwarded to the Imperial Institute for trials on a commercial scale by silk manufacturers.

Preliminary spinning and weaving trials which have been carried out by members of the Silk Committee with nests previously forwarded indicate that Anaphe silk is suitable for the manufacture of certain classes of fabrics.

*Utilisation of Bamboos in Kenya Colony.* An examination of the East African bamboo at the Imperial Institute showed that it gives a satisfactory yield of good strong paper suitable for the production of writing paper, and this result was confirmed by large-scale trials which the Institute arranged to be carried out at a paper mill in this country. The Government of Kenya Colony have recently invited tenders for two areas of bamboo forest on the Kikuyu and Mau Escarpments estimated to contain sufficient bamboos to produce annually 40,000 and 20,000 tons of pulp respectively. The successful tenderers will be given an exclusive right to cut bamboos for the manufacture of paper pulp for a period of 20 years, and will be expected to produce at least 10,000 tons per annum of pulp after 5 years and 20,000 tons after 10 years. The closing date for tenders is April 1, 1923. A report on the results of the investigation of these bamboos at the Imperial Institute has been prepared for circulation to approved applicants for concessions. It is suggested that the caustic soda necessary for pulping the bamboos should be manufactured on the spot from sodium carbonate obtained from Lake Magadi.

(*b*) *New Subjects.*

*Timbers from Ceylon, Nigeria and British Guiana.*

*Ceylon.* These woods from Ceylon, which were suggested as substitutes for boxwood, were examined at the Imperial Institute and found to be inferior to true boxwood, although it is possible that "Wira" wood could be utilised for the production of cheap articles. An offer to take three or four tons for trial if the price is favourable has been received.

*Nigeria.* The commercial possibilities of a number of secondary timbers from Nigeria were investigated by the Timbers Committee of the Imperial Institute, who were of opinion that, taking into account both quality and price, the five timbers known by the following native names would be suitable for use in this country : Afara, Aligna, Agba, Okwein and Ekhimi.

The working qualities and mechanical constants of these five timbers have accordingly been determined at the Imperial Institute, and the results confirm the view that the woods could be successfully utilised for various purposes in the United Kingdom.

The possibility of exporting these timbers from Nigeria is being taken up.

*British Guiana.* At the request of the British Guiana Government, the Imperial Institute considered the suitability of mora and wallaba timbers for use as railway sleepers, and came to the opinion that both appeared to be well worth trial. Trial shipments of sleepers of each of the woods have accordingly been requested, and arrangements have been made with two British railway companies to lay sleepers of each of the woods in their permanent ways.

## *EASTERN CANADIAN TIMBERS.*

In connection with an enquiry as to the possibility of extending the use in Great Britain of timbers produced in the various countries of the Overseas Empire, the Imperial Institute Timbers Committee have recently issued a report on Eastern Canadian timbers. The timbers dealt with comprise softwoods, such as spruce, red pine, and yellow or white pine ; and hardwoods, including white birch, rock maple, beech and white elm. The Timbers Committee consider that the technical qualities of Eastern Canadian timbers are such as to warrant a far larger use of the woods in this country than obtains at present. In particular, spruce and red pine should find a good market as they form admirable substitutes for Baltic white and red deal respectively ; yellow or white pine is already well known but should also be more extensively used.

*Further production of Wattle Bark for Tanning.*

As a result of the outbreak of war, a considerable shortage of tanning materials was experienced in this country owing to supplies from the Continent being cut off, and the Imperial Institute drew the attention of tanners to the wattle bark produced in South Africa which had previously been disposed of chiefly in Germany. Wattle bark is now becoming increasingly popular with tanners in this country and Germany is again taking great interest in supplies. In view of the increasing demand for the bark the Institute is enquiring into the possibilities of growing wattle in other parts of the Empire in order to increase supplies.

*Silk.*

In connection with the action taken by the Silk Committee of the Imperial Institute to develop the production of silk within the Empire, consideration has recently been given to the possible improvement of the silk obtained in Mysore and Kashmir. The Mysore silk is intrinsically of good quality and it has been shown by reeling trials arranged by the Committee that a product of very satisfactory quality and much superior to the silk reeled in Mysore can be obtained from the cocoons. It is hoped that it will be possible to improve the reeling methods at present employed in Mysore and thus to obtain a product of much better quality.

With reference to Kashmir, recommendations have been made with a view to the production of improved qualities of silk, and promising results have already been achieved.

*Materials for Brick and Tile making in East and West Africa.*

Considerable interest has been taken recently in East and West Africa in the local production of roofing tiles to take the place of corrugated iron, and of bricks for general building purposes. In this connection a number of samples of clay have been received at the Imperial Institute from Nigeria, Sierra Leone, Uganda and Kenya, and technical trials have been carried out in order to determine the most suitable materials for use, and the best conditions of working. Special interest attaches to the results obtained with diatomite containing a certain proportion of clay from Kenya, as this material furnished tiles which are much lighter than ordinary roofing tiles. There are extensive deposits of this diatomite in Kenya which are not at present worked.

(2) Publications of the Imperial Institute.

Attention was drawn to the following recent publications by the Imperial Institute : "Oil Shales" and "Potash" in the series of Mineral Monographs, and "Reports on Lac, Turpentine and Rosin" issued in connection with the Indian Trade Inquiry.

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(3) Further information relating to the matters referred to in this statement may be obtained from the Director, Imperial Institute, London, S.W 7.

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## FRY'S NEED NEW FACTORIES.

In the last few years the steady expansion in the business of Messrs. J. S. Fry & Sons Ltd., the great Bristol Cocoa and Chocolate Manufacturers, has necessitated very large and far-reaching developments.

They have recently acquired a delightful stretch of countryside of about 300 acres, bounded by the River Avon, in the village of Keynsham lying a few miles from Bristol on the main Great Western Line to London.

This ground, which is noted both for charm of its position and also the beauty of its surroundings, is rapidly showing signs of the activities of the builder.

The foundations of one of the new factories, planned on most progressive and scientific lines, have already been laid. From the railway one can now see part of the steel framework rising steadily and surely above the ground. Roads, wharves, railway sidings, and all the necessary accompaniments of the modern business are in the early stages of being.

In addition, however, to the ideal conditions in which the new factories are situated, there are splendid opportunities for sport and recreation. Provision is being made for playing fields, bathing pools, and for all kinds of athletics.

## Editorial Notices.

*The Bath Chamber of Commerce accepts no responsibility for the opinions expressed in articles and letters appearing in this Journal. Official information and Reports of Meetings, etc., are prepared with as much care as possible, but the Chamber accepts no responsibility for any error.*

*The Editor will be pleased to consider short articles or letters on subjects of general trade and industrial interest, and insert them, if possible.*

*Inquiries for advertisement spaces should be addressed to the Bath Chamber of Commerce.*

## Chamber Notices.

*Offices :*—22 *Milsom Street, Bath.*

*Office Hours :*—9.30 *to* 5 *p.m.* (*Saturdays*, 9 *a.m. to* 12 *noon*).

*Telephone :*—876 *Bath.*

*The Chamber issues Certificates of Origin for all countries where required. Also Identity Certificates and Certificates for Export of Samples.*

*Members desiring information on any commercial matter are invited to communicate with the Secretary.*

*Disputes and differences arising out of commercial transactions may be referred to arbitration under the arbitration rules of the Chamber.*

## Membership.

*The Secretary will be pleased to furnish particulars on application.*

## Meetings.

*In addition to the Annual General Meeting in January, General Meetings of the Chamber are held in February, March, April, May, June, September, October, November and December.*

## General Purposes Committee.

*The General Purposes Committee meet on the third Friday in each month or oftener, if necessary, at the Offices of the Chamber, 22 Milsom Street, Bath*

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## EDITORIAL NOTE.

The monthly meetings of the Chamber are suspended during June, July and August, but on account of the many important matters of commercial interest now before the Country, such as Co-operative Societies and Income Tax, Telephone and Postal Charges, the Executive Council often meet and instruct the Secretary as to what line of action they wish taken up.

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## OCEAN GATEWAY OF THE WEST.

### BATH CHAMBER OF COMMERCE AT BRISTOL.

INSPECTION OF AVONMOUTH AND ROYAL EDWARD DOCKS.

On Thursday, July 13th, the members of the Bath Chamber of Commerce, to the number of about 80, availed themselves of an invitation received from the Port of Bristol to inspect the Avonmouth and Royal Edward Docks at Avonmouth, and the visit proved a most instructive and enjoyable one. The party, which included the President (Mr. David A. Evans), the Mayor (Councillor E. J. White), Mr. E. P. Mallory (Vice-President) and Mr. H. Brice Mundy (the Secretary, who was responsible for the excellent arrangements), left Bath shortly after one o'clock in three motor-charabancs and arrived at Avonmouth Docks about 2.30 p.m. Heavy rain was encountered before Bristol was reached, but fortunately the weather cleared up and the extensive tour of the docks, which took over two hours, was carried out under delightful conditions.

The party was divided into three sections, each of which was accompanied by officials who acted as efficient guides. Following an inspection of various large export sheds and the passenger station, which is equipped with customs examination and waiting rooms, post and telegraph office, buffet, etc., the visitors were shown the fine entrance lock, and also the Royal Edward Graving Dock, in which the "Bayano," a 6,788 ton vessel, was undergoing repairs. The installations for the import and distribution of petroleum and petroleum products were pointed out, and one vessel, the "British Tommy," was seen discharging a cargo of oil from the oil jetty to the huge tanks, some of which have a capacity of over 5,000 tons. Particular interest was taken in the commodious granaries and grain sheds which were visited, and the wonderful methods for dealing with the grain in bulk were much admired. By means of elevators and rapidly moving conveyor bands the grain is transferred direct from the ship to the granary at the rate of over 100 tons per hour without being touched by hand at all. The visitors boarded the "Welshman," a large cargo boat from Montreal, and watched grain being discharged by the elevator system and also in sacks by hand, the latter being loaded into railway trucks alongside. A visit was also paid to the Government grain shed, which was built towards the end of the War, at a cost of £140,000, when it was feared that it might be necessary to feed the population of England from the western ports. This is still in use.

WINTRY CONDITIONS.

Perhaps the most novel experience of the afternoon was that of being taken down into the cold store, where the change of atmosphere to almost Arctic conditions was very great. The store is in direct mechanical connection with the frozen meat transit shed by means of conveyor galleries between the top, or sorting, floor of the store and the upper floor of the transit shed, where the meat is received on to conveyor bands by direct cranage from ships' holds. The total capacity of the store is about 500,000 cubic feet, and the temperature registered when the Bathonians "went below" was 15 degrees of frost! It was not surprising that many of them instinctively buttoned up their coats, and that those who had left them in the charabancs shivered. The nine separate compartments, available for practically any range of separate degrees of refrigeration as may be required for different produce, have accommodation for about 200,000 carcases. Two-thirds of the space is refrigerated by cold-air circulation and one-third by direct expansion, by means of ammonia compression plant.

From the flat roof of one of the extensive sheds the visitors obtained a fine bird's-eye view of the area covered by the Docks and of the various vessels discharging cargo; and further important extensions in course of progress, which will take from six to eight months to complete, were noted with interest. The Royal Edward Warehouse, which covers about $2\frac{1}{4}$ acres, was also inspected, and it was pointed out that during the last two years over 25,000 tons of merchandise of various classes have been received, warehoused, and redelivered direct to railway truck or road motors from this

fine receiving and distributive centre. During the tour of inspection many miles were covered by the visitors, and all were greatly interested in what they saw, and much impressed by the wonderful organisation of the Port, also of the excellent facilities afforded for the distribution and collection of merchandise to and from all parts of the Kingdom.

### The Visitors Welcomed.

At the conclusion of the tour of inspection the visitors were entertained to tea by the Docks Committee. The company included Alderman H. W. Twiggs, J.P. (Chairman of the Docks Committee), Mr. D. Ross-Johnson, C.B.E., V.D. (General Manager and Secretary), Mr. R. H. Jones, O.B.E. (Assistant Manager), Mr. G. A. Collins, M.B.E. (Traffic Manager), Mr. T. A. Peace (Chief Engineer), Mr. W. P. Wordsworth (Chief Assistant Engineer), Mr. Macpherson (Assistant Engineer), etc.

Alderman Twiggs said he would like to take the opportunity, as Chairman of the Docks Committee, of saying how much his Committee were pleased at the visit of the Bath Chamber of Commerce that day. They desired him to extend to them a very warm welcome upon their inspection of their latest enterprise and of the work which they were carrying on there. He dared say they were all interested in the fact that they had seen the Docks at the mouth of the river which ran through the City of Bath. He did not know whether they could claim the Docks because of that. (Laughter). In the course of some interesting details as to the extensive serving area of Avonmouth Docks, embracing a population of over 10 millions within 100 miles radius, the speaker said King George came down in 1902 and cut the first sod of the Royal Edward Dock ; it was under construction for about six years, and the late King Edward opened it in 1906. They spent something like £3,000,000 upon that extension—it was not so complete as they saw that day—and they had to work very hard to get the trade there. The trade, however, opened up, and then they found that the equipment they had provided was inadequate for the work. He had been Chairman of the Docks Committee now for the past 14 years, and during the whole of that time they had done nothing else but spend money. At all events there was one thing to be said, although they had been spending money their demand upon the rates 14 years ago as a rate in aid was £154,000, but to-day their demand was £68,000. So that they had reduced their demand upon the ratepayers and had been paying interest and sinking fund and maintenance of all the fresh expenditure that had been made. (Applause). The decrease of their sinking fund alone during the coming year would be no less than £90,000. If they got £68,000 from the city and handed them back over £90,000, the city had made some profit somewhere. In addition to that the enterprise had led to great commercial activity.

### The Future of the Docks.

After a reference to the fact that they had been passing through most trying times during the last 18 months or two years, Alderman Twiggs observed that he was glad to say the Port of Bristol suffered less from the slump than any of the other ports of the country. In other words, their percentage of decrease of trade was smaller than the percentage of any of the other leading ports. (Applause). They were looking forward, when the Russians, Germans, and a few other kindred souls only adjusted their differences, became sane, and did their work in a common-sense way, to the time when the revival of trade throughout the world would take place, and they would be doing far greater things than they had done in the past. Bristol, he pointed out, was the natural port of distribution for that part of the country—to as far as Reading on the one hand, certainly up so far as beyond Swindon, to Birmingham on the other hand, and right down West. They did not know what the future had in store for them. The railways had now secured all the docks in the Bristol Channel with the exception of theirs. They did not intend to let them have their docks, however ; they attached too much importance to controlling them in the interests of the West of England—first of all in the interests of their own City and then of the neighbourhood. They did not think the railways would control or manage them better for the general body of ratepayers or for the general commercial prosperity.

Liverpool and London were admittedly bigger, but for its size there was no dock in the country better or more fully equipped, more up-to-date in all its details, or where the work was conducted with greater efficiency, better despatch or more accuracy than it was in that old city of Bristol. (Applause). They claimed that they were playing a most important part in the economic conditions of the country, and that while they were not paid for their work they were doing it just as loyally and well as the paid men were doing it. He was sure he was only expressing the views of the Lord Mayor of Bristol, and of the members of the Docks Committee, in saying how glad they were to have the pleasure of welcoming them that day. (Applause).

### Dominion Trade.

Proposing a very hearty vote of thanks to Alderman Twiggs, the members of the Docks Committee, Mr. D. Ross-Johnson (the General Manager), the efficient guides, and to those who had attended to their material wants, Mr. David Evans said it was very cheering to know that the Docks had not suffered so much during the slump as many of the other ports of the country had done, and he thought the Docks Committee were to be congratulated when one looked at the list of products which they imported into that city, and at the remarkable variety and range of those products. What he thought was so pleasing was the way in which Alderman Twiggs and his colleagues had always encouraged trade with the Dominions. It seemed to him that it was with their Dominions their greatest future lay, because they were members of their own family, and they were spending money with members of their own family. He noted with interest that last month the Dominion loans from this country for overseas enterprise amounted to £103,000,000 more than they ever had before. That showed the Dominions were not going to sleep, and that they recognised the Old Country was not asleep. They came to England for money, and as a natural consequence they came to ports like the City of Bristol, which was on the westward coast, and would be one of the great waterways of the world. He was sure he was only echoing the sentiments of all his colleagues on the Bath Chamber of Commerce when he said they had had a very delightful day. (Applause).

The Mayor of Bath seconded the vote of thanks, and stated that he had enjoyed the afternoon's visit very much. They had walked miles and miles and miles, he added, amid much laughter. In the course of a humorous reference to his trip down into the cold stores, his Worship said the first thing that struck him as soon as they got inside were the large letters E.L. (laughter) ; it seemed to him that they had got out the wrong label. (Renewed laughter).

The motion was adopted with much heartiness, and suitable replies were made by Alderman H. W. Twiggs (on behalf of the Docks Committee, and of the Bristol Chamber of Commerce, of which he is a member), and Mr. D. Ross-Johnson (on behalf of the Docks officials).

The homeward journey was then commenced, and Bath was safely reached shortly before 8 o'clock.

# BATH STONE.

The Bath Stone Industry is of great antiquity. There are evidences of the employment of the stone by the Romans, during their occupation of the city, for the public and domestic buildings erected by them in their endeavour to create in this delightful spot and round its warm springs "a home from home."

The City itself has been largely built of stone taken from the neighbouring hills, whilst many English buildings scattered over a wide area, testify to the adaptability of this material not only for commercial buildings of a utilitarian character, but to grace and dignify important ecclesiastical and domestic structures of the first order.

and bade them dig and they should find great treasure, meaning the quarry."

It was St. Aldhelm who also built the Saxon church at Bradford-on-Avon, and it was the same St. Aldhelm who founded Malmesbury Abbey. For this building Box Ground Stone from the "Haslebury Quarre" was used, and the stonework of the Abbey, including the earliest existing portions, is in excellent condition to-day.

Lacock Abbey, founded about the thirteenth century, of the cloisters of which we give an illustration affords another instance of the employment of what has been named St. Aldhelm Box Ground Stone obtained from this "eminentest freestone quarry." The beautiful facade of this building is still in splendid preservation.



Witley Court, Worcestershire. (Earl of Dudley.) St. Aldhelm Box Ground and Combe Down Stone.

A notable example of antiquity is the little church of St. Lawrence at Bradford-on-Avon, probably the most perfect specimen of Saxon architecture in this country, of which the learned Professor Freeman says:—"It is the one surviving old English church in the land." St. Lawrence was probably erected towards the end of the seventh century, and is generally regarded as the oldest stone church in England.

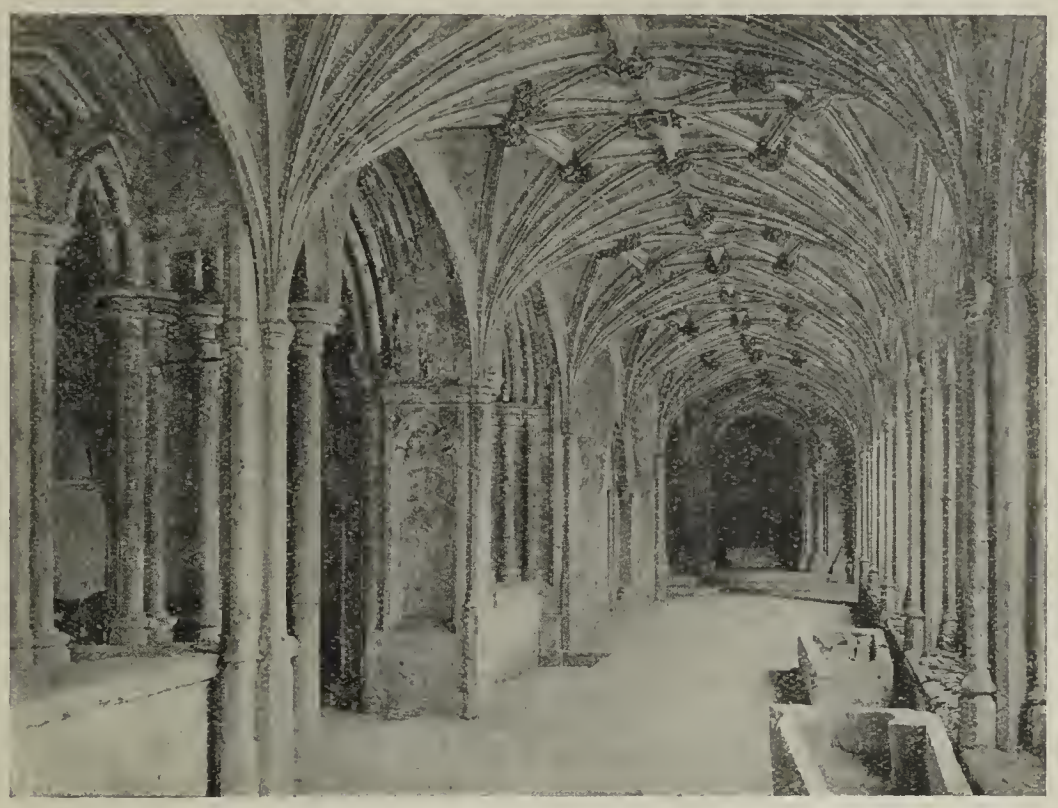
Another ancient building, Malmesbury Abbey, was built in the eighth century. John Aubrey, the Wiltshire antiquary of the seventeenth century, in his "Description of Wiltshire," under the heading "Haslebury (in Box)" makes the following note:—"Haslebury Quarre is not to be forgott; it is the eminentest freestone quarry in the West of England, Malmesbury and all round the country of it. The old men's story that St. Aldhelm riding over there, threwe downe his glove

Among large numbers of other buildings erected of the same material, we may mention Witley Court, Worcestershire; Weston Birt House, Tetbury, the seat of Lieut.-Col. Sir G. L. Holford, K.C.V.O., C.I.E., J.P.; and Longleat House, the seat of the Marquess of Bath, K.G., C.B., J.P.

Whilst the beginnings of the industry are lost in the dim past, there is no doubt that its more modern development was greatly accelerated through the discovery by Brunel of immense beds of stone, in unsuspected quantities and of beautiful quality, when he cut his great G.W.R. tunnel through the hill which divided Corsham from Box. This served to disclose, and to call attention to, the enormous sources of supply in the Corsham district, and awakened a demand which steadily increased as the railway system grew, through all the past 100 years until the Great War unfortunately brought

building practically to a standstill. Thrusting outward from the tunnel area the whole district was eventually explored and found to contain layers of stone, in some cases running up to 30 feet in depth. From the mines radiating from the Corsham end of the Box tunnel and, somewhat later, from those on the Monks Park Estate, stone has gone out into well nigh all the world.

The partial stagnation of the industry induced by the War has been keenly felt in the Box and Corsham areas, but it is anticipated that as, by degrees, we approach more normal conditions, prosperity will again smile upon this great industry and those whose lives have been bound up with it.



The Cloisters, Lacock Abbey, Wilts, in Box Ground Stone (XIII Century).

Signs are not wanting of reviving life in the trade and when the demand again increases, as there is every reason to expect, we have no doubt that these widely known stone mines will again pour out their unlimited supplies.

*This, the twelfth of a series of announcements, tells what some famous people have said about*

# BATH The Spa

**The Earl of Rosebery, K.G.**

"The City of Bath in the month of May is the most beautiful city or town in the Kingdom. Its noble site, its superb architecture, its streets, its foliage and its blossom constitute a sum which I am quite certain will be seen nowhere else in the country. There is no other place in the world that I know of where you can walk along a street and be quite happy simply in observing the architecture of that street. . . . Your gardens— if you are weary at all of the architecture of the streets, you have only to pass on one side and you go into a sumptuous, beautiful garden. No, there is no place like Bath in May."

**Madame Sarah Grand** in "The Graphic."

"In one aspect Bath is a dream city; in another it is wide awake. It responds to all moods, caters for every need. Are you an historian, archæologist, painter, poet, musician, novelist, philanthropical, gourmet, invalid or fond of society? Then come to Bath, where history, archæology, and the picturesque jostle each other at every turn; where poetry and romance are in the air, and character walks the streets, where music holds its own, and philanthropy has more than enough to do; where the invalid throws away his sticks and forsakes his Bath-chair in a week; where the provision shops overflow with good things for the gourmet, and he may have green peas and new potatoes out of his garden until the end of November."

**H. G. Wells** in "The Secret Places of the Heart."

"Our visitors began to realise that Bath could be very beautiful. . . . Pulteney Bridge with its noble arch, its effect of height over the swirling river and the cluster of houses above, more beautiful than the Ponte Vecchio at Florence. . . . It is the most beautiful bridge in the world."

**Mrs. C. N. Williamson** in "The Graphic."

"I live in Bath because, apart from dear associations, it is to me the most beautiful town in England; therefore the most beautiful town in the world. . . . The very atmosphere of the place breathes peace and kindness, and the framing woods and downs rest the mind, yet at the same time exhilarate it. There are charming people to know, charming walks to take, all too tempting shops and delightful music. I wonder that *everyone* doesn't want to live in Bath."

**Dr. Zimmerman, Burgomaster of Rotterdam.**

"I have never come to a place where I felt so soon at home as here. Bath is indeed a delightful place, and I feel a kind of jealousy of those who are so fortunate as to live here all the year round. I shall always speak with enthusiasm of the wonderful attractions of the city, its splendid bathing establishments, its interesting Roman remains, its beautiful 18th century architecture, its delightful climate, its fine walks on the surrounding hills. I have visited a good many English health resorts, and nowhere was I struck with such provision for the benefit for the mind as well as the body."

*Illustrated Handbook, List of Hotels and Apartments, etc., will be sent on application to*

BATH. John Hatton, *Director of the Spa.*

## Chamber and other Notices.

*Office :*—52 *Fore Street.*

*Office Hours :*—10 *a.m. to* 5 *p.m. Wednesdays to* 1 *p.m*

*Telephone :*—115.

*Commercial Publications :—Books of Reference, Board of Trade and Consular Reports, etc., are at the service of the members and may be seen at the Secretary's Office.*

*The Secretary will be pleased to answer Railway, Postal, Fiscal and other enquiries on commercial matters, or will obtain special information from Government Departments, Consuls abroad, etc.*

*The Commercial interests and prosperity of Trowbridge and district are the Chamber's chief concern.*

*The Chamber issues Certificates of Origin for all countries where required.*

*Meetings :—The Council meets at the Town Hall, on the last Monday in each month. The Chamber meets quarterly, notice of which is sent to members.*

———:o:———

During the months of July and August the usual Council Meetings are suspended, so there is little to report. It is a matter for satisfaction that the industries of the town are in full swing.

The Cloth Mills are training extra weavers to cope with orders, and the Textile School is busy with students. West of England cloth is in great demand in U.S.A., and a large quantity is being shipped to Japan.

The Chamber has received a sealed pattern of grey tweed of which the War Office requires 1,000 yards. The pattern may be seen at the Office of the Chamber.

With regard to the suggestions put forward by the Chamber as to improvements in the G.W.R. train service, the Secretary has had an interview with the station-master with the result that suitable alterations have been made which have been published in the local Press.

———:o:———

## THE ASSOCIATION OF BRITISH CHAMBERS OF COMMERCE.

### BRITISH TRADE WITH SOUTH AMERICA.

AN OPPORTUNITY.

The following letter has been issued to the affiliated Chambers of Commerce by their Central Organisation :—

31*st July*, 1922.

Dear Sir,

I beg to inform you that Mr. J. Arthur Aiton, C.B.E. (Honorary Vice-President), Chairman of the Foreign and Colonial Affairs Committee of the Association, proposes to visit South America in the Autumn and early Winter of the present year for the purpose of meeting the British Chambers of Commerce throughout Latin America.

Mr. Aiton's journey will include visits to the British Chambers of Commerce in Brazil, Sao Paulo and Southern Brazil, the Argentine Republic, Uruguay and Chile. He expects to leave England on or about the 20th of October, returning to this country about the middle of February.

Mr. Aiton is making this visit especially in the interests of Chambers of Commerce, and he wishes me to say that if any of the Chambers of Commerce in this country have any general questions affecting the interests of British trade which they would like him to take up with the British Chambers of Commerce in South America, he would be very glad to hear from them direct.

In this connection I beg to say that I shall be very much obliged if, in the event of your Chamber communicating any subject to Mr. Aiton, you will be so kind as to furnish me with a duplicate copy.

Yours faithfully,
R. B. DUNWOODY,
*Secretary.*

———:o:———

## SAFEGUARDING OF INDUSTRIES (No. 1) ORDER, 1922.

CONSULAR CERTIFICATES OF ORIGIN.

In exercise of the powers conferred upon them by Section 5 of the Safeguarding of Industries Act, the Board of Trade have directed that Certificates of Origin shall be required, so far as concerns the classes or descriptions of goods covered by the Schedule to the Safeguarding of Industries (No. 1) Order, 1922, in the case of goods consigned from all foreign countries in Europe.

The necessary instructions have been issued to H.M. Consular Offices in the countries concerned, and the form of Certificate of Origin prescribed by the Board of Trade can be seen on application to any Customs and Excise Office.

———:o:———

## DEPARTMENT OF OVERSEAS TRADE.

SHIPMENT OF GOODS AND DOCUMENTS TO AUSTRALIA.

H.M. Senior Trade Commissioner at Melbourne states that Australian importers have complained that they are being put to serious inconvenience and expense owing to the arrival of goods in advance of Bills of Lading and other documents.

The matter has been taken up by various Chambers of Commerce, who state that the present complaints only emphasize what has for a long time past been happening at all Commonwealth ports, and that the remedy, until a better mail service can be established, is for shippers to forward one set of shipping documents by the vessel actually carrying the goods, which arrangement can only be made with the steamship lines in the United Kingdom.

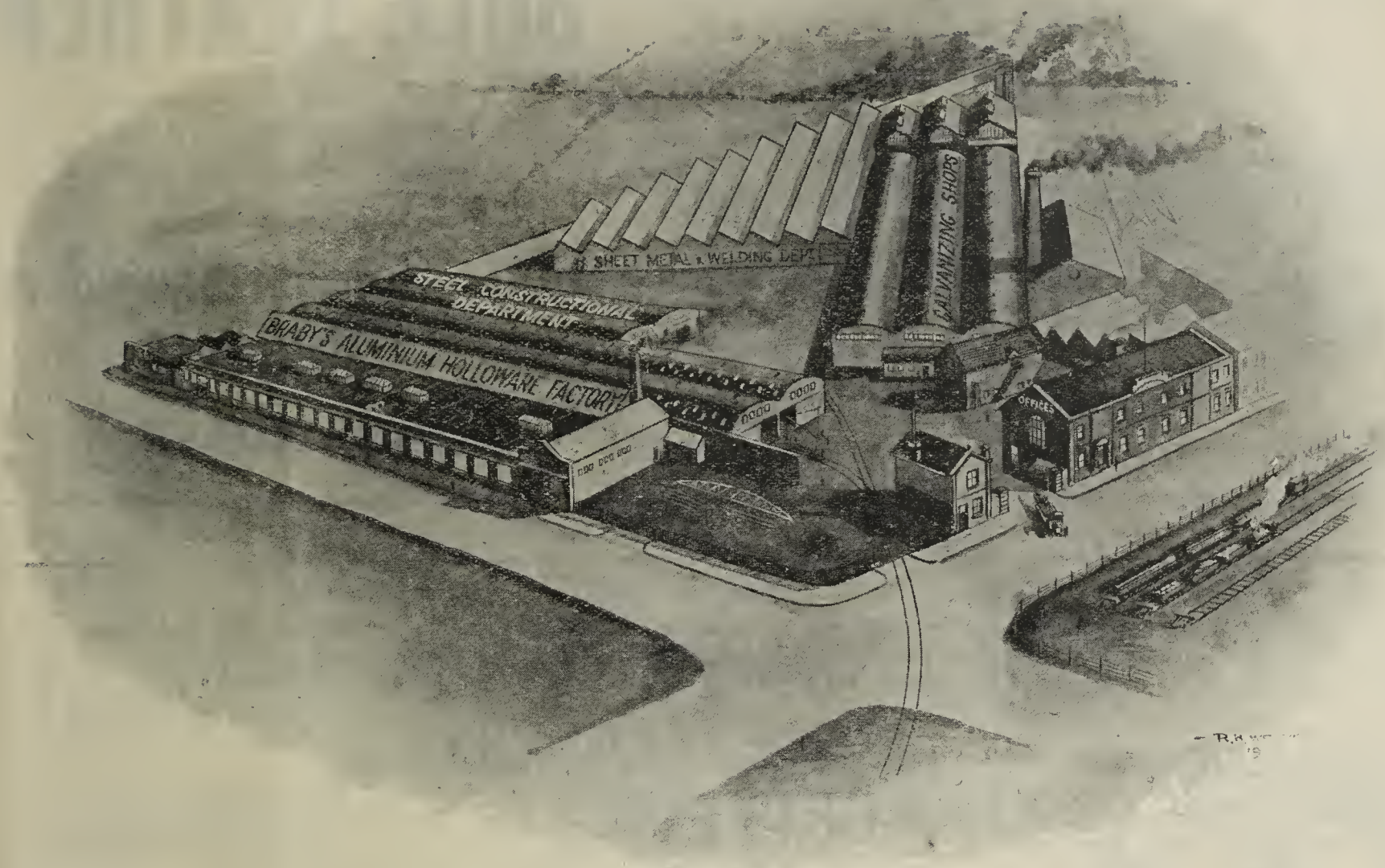
Probably British shippers only need to be reminded of this difficulty to remedy it by complying with the above suggestion.


## SPECIAL NOTICE.

This Journal is sent **post free** to every leading British Chamber of Commerce in the United Kingdom and overseas, to all the principal British consuls, public officials, and a selected list of buyers.

Manufacturers and merchants who desire to include their industries in the publicity portion of the Journal can obtain full details as to rates, etc., on application to

ADVERTISEMENT MANAGER,
BRISTOL INCORPORATED CHAMBER OF COMMERCE AND SHIPPING, GUILDHALL, SMALL STREET, BRISTOL.
BATH CHAMBER OF COMMERCE, 22 MILSOM STREET, BATH.
TROWBRIDGE AND DISTRICT CHAMBER OF COMMERCE, TROWBRIDGE.








No. 835
DEAD
LIGHT

# The 'CORONATION' CORRUGATED SKYLIGHT

**(PATENT).**

THE MOST SIMPLE SKYLIGHT TO GLAZE

**No Putty required.**

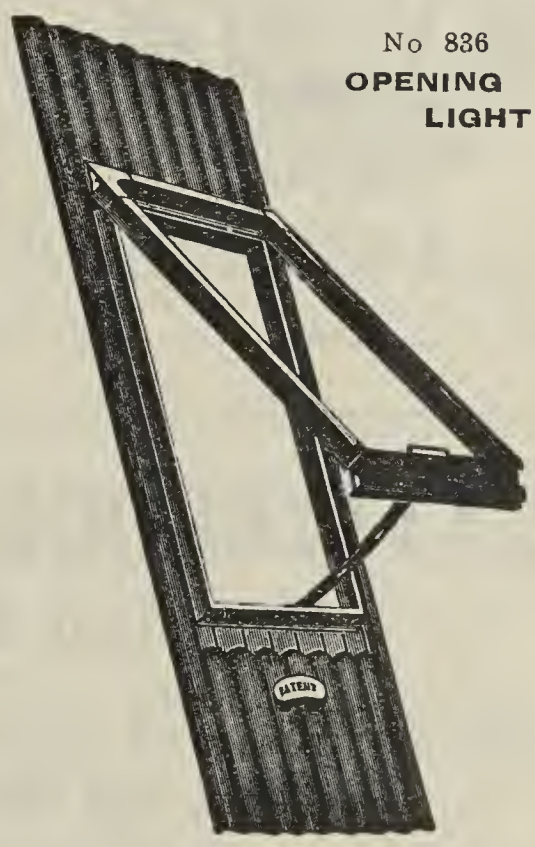
**ROOM FOR EXPANSION AND CONTRACTION.**

## GREAT SAVING OF LABOUR.

Any unskilled workman can fix glass in a few minutes.

*CAN ALSO BE SUPPLIED IN SHEETS CURVED TO ANY RADIUS.*

**OPENING LIGHTS FITTED WITH PATENT HINGE AND BACK PIECE COMBINED.**



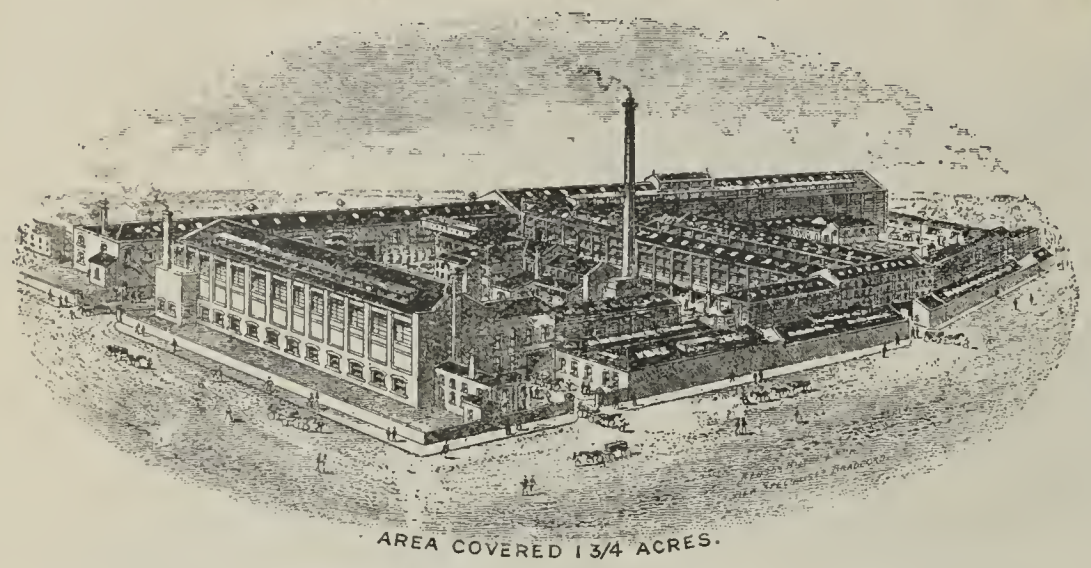

No 836
OPENING
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**Export Offices - 110 CANNON STREET, LONDON, E.C.**

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## CATTYBROOK BRICK CO. Ltd.

Tele{phone—**54** Bristol.
grams—Cattybrook, Bristol.

**Provident Buildings, 15 Clare Street, BRISTOL.**

**Manufacturers of Light, Dark and Plum RED FACING and MOULDED Bricks.**

**Blue** and **Buff** Bricks for Facing and Paving.

Brindle and Red **Vitrified** Bricks for Engineering, Hydraulic and Acid Works. Crushing weight over 600 tons per square ft.

**9″, 6″** and **4″ Red Flooring Quarries** and **Adamantine Tiles,** of exceptional colour and quality.

**Fire Bricks and Clay, Boiler Seatings, Flue Covers, Slabs, etc. etc.**

*Analysis of Fireclay.*

| | | |
|---|---|---|
| Silica ($SiO_2$) | 60.54 | per cent. |
| Titanic Oxide ($TiO_2$) | 1.39 | ,, |
| Alumina ($Al_2O_3$) | 20.35 | ,, |
| Ferric Oxide ($Fe_2O_3$) | 5.00 | ,, |
| Magnesia (MgO) | 0.72 | ,, |
| Lime (CaO) | 0.44 | ,, |
| Potash ($K_2O$) | 1.66 | ,, |
| Soda ($Na_2O$) | 0.52 | ,, |
| Loss when calcined over 109° C. | 8.90 | ,, |
| | 99.52 | |

# G. W. R.

The

# Great Western Railway

affords direct communication for the conveyance of passengers and merchandise between Bristol City, Bristol Docks, Avonmouth Docks, Portishead Docks, and all parts of England, Scotland, Wales, Ireland and the Continent.

## G.W.R. FACILITIES AT BRISTOL.

The train services are unequalled, the Corridor Restaurant Car Expresses providing all that can be desired in the way of convenience, comfort and speed.

## BRISTOL TO AND FROM LONDON, 2 HOURS.

The G.W.R. was originally constructed as a line between London and Bristol, and it is peculiarly appropriate to-day that the train service of the G.W.R. between these two points is so perfect that it has been said that "London is made a suburb of Bristol by the G.W.R. Passenger Trains." The run, of two hours' duration, is covered by superb corridor trains, with Breakfast, Luncheon or Dining Cars attached.

## BRISTOL AND BIRMINGHAM AND THE NORTH.

Frequent Corridor Restaurant Car Expresses are run between **Bristol, Birmingham** and **Wolverhampton** by the G.W. direct route via Cheltenham and Stratford-on-Avon, the journey between Bristol and Birmingham being performed in 2¼ hours. Also between **Bristol** and **Liverpool, Manchester,** the **Lancashire and Yorkshire Districts** and **Scotland,** by the direct route via Severn Tunnel and Crewe.

## "OCEAN" EXPRESSES.

The Great Western "Ocean" Expresses add greatly to the natural advantages of the Port. They run alongside the Liners, and Passengers by the Transatlantic Steamers will find their every convenience studied.

## SERVICES TO AND FROM IRELAND.

Bristol and its environs communicate with Ireland by the direct "short-sea" route via Fishguard, G.W.R. This is the shortest sea passage, and the magnificent turbine steamers sail daily, in each direction, the crossing occupying three and a quarter hours. A service is also afforded between Fishguard and Waterford, sailing from Fishguard on Mondays, Wednesdays, and Fridays, and from Waterford on Tuesdays, Thursdays and Saturdays.

## INTERESTING EXCURSIONS.

Excursion trains, at cheap fares, are frequently running by G.W.R. from Bristol to London and other large centres; also to places of interest in the surrounding neighbourhood. **Pleasure Parties** specially catered for.

## FAST FREIGHT TRAINS.

Bristol's service of Goods or Freight Expresses by G.W.R. ensures that all merchandise entrusted to the Company's care is delivered promptly.

## TRUNK LINES OF G.W.R. IN DIRECT CONNECTION WITH ALL BRISTOL DOCKS.

The Great Western Railway deals with cargo direct to and from ship's side at Bristol City Docks; also to and from ship's side at Avonmouth and Portishead Docks, over the Bristol Docks Committee's Rails.

**FOR FULL INFORMATION APPLY**

**to the Company's Bristol representatives:—**

**Passenger or Parcel Services:**
**Mr. H. R. GRIFFITHS, Divisional Superintendent, G.W.R., Temple Meads Station, BRISTOL.**

**Freight Services:**
**Mr. W. F. WILSON, District Goods Manager, G.W.R., Temple Meads Station, BRISTOL.**

**Paddington Station,**
**LONDON, W. 2.**

**FELIX J. C. POLE,**
*General Manager.*

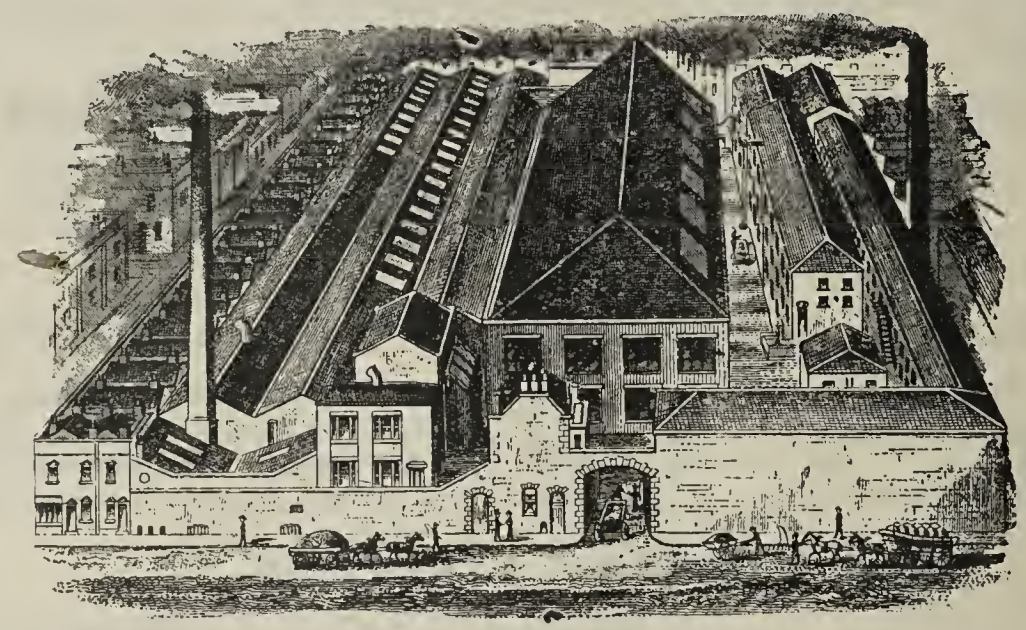
**G. W. R.**

# STEPHENS BROS. & MARTIN,

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**Also Jute Yarns, Seaming, Roping,**

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**Coaling Sacks, Coal Sacks and Bags.**

**- - - Sheetings, etc., etc. - - -**

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**BRADFORD (YORKS): 42 Swan Arcade.** TELEphone: 5107 Bradford. TELEgrams: Stephens, 5107 Bradford.

BRISTOL BATH TROWBRIDGE

# CLASSIFIED TRADE INDEX

The following are Code abbreviations:—

4th Ed.—A B C (4th Edition). 5th Ed.—A B C (5th Edition). B.—Bentley's. E.—Engineering. L.—Lieber's. M.I.—Marconi International. P.—Private. W.U.—Western Union.

## AIRCRAFT MANUFACTURERS.

**Bristol Aeroplane Co., Ltd.,** Designers and Constructors of the Highest Quality Aircraft for all Commercial, Sporting and Military Purposes, and of the "Bristol" Radial Air-cooled Aero Engines, Filton, Bristol. Telegrams. "Aviation, Filton." Codes A.1, A.B.C., B., and W.U. Telephone No. 3906 (P.B.E.) Bristol. Advt. page v.

## BOOT PROTECTORS

**John Giles & Sons, Ltd.,** Manufacturers of the "Giles" Boot Protector, Bedminster, Bristol. Telegrams, "Giles, Bristol." Code: 5th Ed. Telephone No.: 4703, 4704 Bristol. Advt. page xxix.

## BOOT & SHOE MANUFACTURERS.

**Lindrea & Co., Ltd.,** Exporters of Sole and Upper Leather, Boots and Shoes, Shoe Mercery and Grindery, etc., Bristol. Telegrams: "Lindrea, Bristol." Code: 5th and 6th Eds. and Widebrook. Telephone Nos. 3114 and 394, Bristol. Advt. Back Cover.

**E. W. Pratt & Co.,** Manufacturers of "Holdfast" Boots. Best for Miners, Farmers, Artisans, Sportsmen. In all leathers. Kingswood, Bristol. Telegrams: "Pratt, Kingswood." Telephone No. 12 Kingswood. Advt. page ix.

**H. Steadman & Co., Ltd.,** Boot, Shoe and Legging Manufacturers. Shippers to all Markets, Castle Green, Bristol. Telegrams: "Urgent, Bristol." Code: 5th Ed. Telephone No. 1456, Bristol.

## BRICK MANUFACTURERS.

**BRISTOL BRICK CO., LTD.,** Whitehall Road, St. George, Bristol. Manufacturers of Red and Blue Facings, Brindle, Common Engineering Bricks, Firebricks and Fireclay. Telegrams: "White, St. George, Bristol." Telephone No. 1255, Bristol.

**Cattybrook Brick Co., Ltd.,** Manufacturers of Light, Dark and Plum Red Facing and Moulded Bricks, Buff and Blue Bricks, Fire Bricks and Clays, Boiler Seatings, Flue Covers, Slabs, etc., Provident Buildings, 15 Clare Street, Bristol. Telegrams: "Cattybrook, Bristol." Telephone No. 54 Bristol. Advt. page xviii

## BROKERS (GENERAL PRODUCE).

**Kinnersley Brothers,** Importers and Exporters of all Raw Materials for Confectionery, Margarine, Soap Trades, 54 Baldwin Street, Bristol. Telegrams: "Kinnersley, Bristol." Code: 5th Ed. and M.I. Telephone Nos. 3866 and 3867 Bristol.

## BUILDING SOCIETY.

**Bristol, West of England and South Wales Permanent Building Society.** Founded in 1850 to afford safe investment, and to lend money on mortgage. Secretary: Richard Lowe, 9–11 St. Stephen's Street, Bristol. Advt. page xxvb.

## BUILDERS & CONTRACTORS.

**William Cowlin & Son,** Builders, Ferro Concrete Contractors, Established 1834, Stratton Street, Bristol. Telegrams: "Construct, Bristol." Code: 5th Ed. Telephone No. 3132 (5 lines), Bristol. Advt. page iv

**Thomas Weeks & Sons, Ltd.,** Building Contractors to H.M. Office of Works, War Office, and Corporate Bodies, Ashton Gate, Bristol. Telegrams and Telephone No. Bristol 3038. Advt. page xxva.

**R. Wilkins & Sons, Ltd.,** Manufacturers of Plaster Ceiling Slabs, Enrichments, Concrete Blocks, etc., 20 Bishop Street, Portland Square, Bristol. Telephone No. 473, Bristol. Advt. page xxxi.

## BRUSH MANUFACTURERS.

**E. A. & W. Greenslade, Ltd.,** Manufacturers of Brushes of all kinds, Planes, Bellows, Forges, and Household Woodware, Thomas Street, Bristol. Telegrams: "Greenslade, Bristol." Telephone No. 754 Bristol. Advt. page xxxi.

## CANNED GOODS.

**Gedye & Sons, Ltd.,** Importers, Registered Brands: "Tiger," "Stag," "Eldorado," "Globe," "Glengarry." Nelson Street, Bristol. Telegrams: "Gedye, Bristol." Telephone No. 203, Bristol.

## CHEMICAL MANUFACTURERS

**United Alkali Co., Ltd.,** Netham Works Bristol. Head Office: Cunard Building, Liverpool. Advt page xxx.

## CHEMISTS, MANUFACTURING.

**Steele & Marsh** (David A. Evans, M.P.S., Proprietor), Manufacturing and Dispensing Chemists, Makers Medical Bath Products, Toilet and Medicinal Specialities, 6 Milsom Street, Bath. Telegrams: "Steele & Marsh, Chemists, Bath." Telephone No. 104 Bath. Advt. page xxvii.

## CIDER.

**Carr & Quick, Ltd.,** Makers of "The Wine of Devon," the Cider which stands alone, 15/16 Queen Street, Exeter. Telephone: "Wine, Exeter." Telephone Nos. 598, 599, 600 Exeter.

## CLOTHING MANUFACTURERS (WHOLESALE).

**E. Broderick & Co., Ltd.,** Wholesale and Export Clothing Manufacturers, St. James' Barton, Bristol. Telegrams: "Broderick Bristol." Code: 5th Ed. Telephone No. 683, Bristol.

**Todd & Co., Ltd.,** High-Grade Men's, Youths' and Boys' Clothing, Ready-to-Wear and to measure, Wear-proof Tweeds, Beacon Serges, Temple Gate, Bristol. Telegrams: "Todd, Bristol." Telephone No. 1728 Bristol. Advt. page xxviii.

**Chas. Wills & Sons, Ltd.,** Manufacturers of Men's, Juveniles' and Ladies' Clothing. Wholesale and Export only. Rupert Street, Bristol. Telegrams: "Rupert, Bristol." Telephone No. 1451, Bristol.

## COAL.

**East Bristol Collieries, Ltd.,** Colliery Proprietors, Coal Factors and Merchants. Speedwell Road, St. George, Bristol. Telegrams: "Coal, Bristol." Telephone No. 93 Kingswood. Advt. page xxvi.

## COCOA AND CHOCOLATE MANUFACTURERS.

**J. S. Fry & Sons, Ltd.,** Cocoas and Chocolates of World-wide reputation, Bristol. Telegrams: "Fry, Bristol." Code: 5th Ed. Telephone No. (Order Dept.) 5620, Bristol. Advt. page iv.

## CUTLERY

**Gardner's,** Broadmead, Bristol. Table and Pocket Ordinary and Stainless Cutlery, Shipping and Hotel enquiries invited. Telegrams. "Tools, Bristol." Codes. 5th Ed., L., W.U. (Universal Ed.). Telephone No. 3650, Bristol. Advt. page xvi.

## DAIRY PRODUCE.

**Wilts United Dairies, Ltd.** Dairy Produce, Fancy Provisions, Proprietors "Diploma" Brand Full Cream English Condensed Milk, Trowbridge, Wilts. Telegrams: "Dairy, Trowbridge." Code: P. Telephone No. 106, Trowbridge (3 lines). Advt. page xxvi.

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**G. H. Haden & Sons, Ltd.,** Specialities: Heating, Ventilation, Hot and Cold Water Supply, Cooking and Laundry Plants, Heat Economisers, Drying Plants, etc., Trowbridge. Telegrams: "Haden, Trowbridge." Codes: 5th Ed., L., M.I. Telephone No. 2, Trowbridge. Advt. page vii.

**Llewellins & James, Ltd.,** Coppersmiths, Brassfounders, Bellfounders, Manufacturers of Tar Spraying Machines, General and Brewery Engineers, Castle Green, Bristol. Telegrams: "Llewellin James, Bristol." Code: 5th Ed. Telephone 3100 and 3101, Bristol. Advt. page xxix.

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**Bigwoods Ltd.,** Fish, Game, Poultry and Ice Merchants, Salmon Factors, 59 Baldwin Street, Bristol. also Woolster Street, Plymouth, and Quay, Brixham. Telegrams: "Bigwoods, Bristol." Telephones: Bristol, 2741; Plymouth, 1185; Brixham, 2.

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## FLOUR (PATENT) MANUFACTURERS.

**Henry Jones,** Manufacturer of Jones' Original Patent Flour, "Nukake" Cake Mixture, "Ace" Custard Powder, Broadmead, Bristol. Telegrams. "Original, Bristol." Telephone No. 338, Bristol. Advt. page ii.

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**W. H. Eyles & Co.,** Dried, Green and Canned Fruit Merchants, and Importers, Crow Lane, Bristol. Telegrams: "Banana, Bristol." Telephone Nos. 3560 and 3561.

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**Fredk. Braby & Co., Ltd.,** Makers of the "Coronation" Corrugated Skylight, also "Eclipse" Brand Aluminium Culinary Ware, Ashton Gate Works, Marsh Road, Bristol. Telegrams: "Braby, Bristol." Code: 5th and 6th Ed., B., M.I. Telephone No. 946 Bristol (P.B.E.). Advt. page xvii.

## IRON OXIDE.

**The Winford Iron Ore & Redding Co., Ltd.,** Mine Owners and Producers of Bright Red, Brown and Yellow Iron Oxide, Chew Magna, near Bristol. Telegrams: "Winford, Chew Magna." Code: 5th Ed. Telephone: Chew Magna 3.

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**Francis F. Fox & Co.,** Oils, Colours, Chemicals and Drysalteries. Proprietors of "Motrate" Motor Oils and Greases, Little George Street, Bristol. Telegrams: "Fox, Bristol." Telephone No. 19, Bristol. Advt. page xxvii.

**Henry Prichard & Co., Ltd.,** Oil Importers, Blenders and Exporters, Grease Manufacturers, Compounders of Lubricating Specialities, Albert Road, St. Philip's, Bristol. Telegrams: "Petroleum, Bristol." Code: 5th Ed. Telephone No 3461 (2 lines).

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**James Rudman, Ltd.,** Manufacturers of Paints, Varnishes and Colours, etc., for the Home and Export Trade, Cambrian Colour Works, Bristol. Telegrams: "Rudman, Bristol." Telephone No. 211 Bristol. Advt. page xiv.

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**John Wright & Sons Ltd.,** Book, Magazine and Catalogue Printers, Home and Export, Colour Work, Medical Publishers, Stonebridge, Bristol. Telegrams: "Wright, Publishers, Bristol." Code: 5th Ed. Telephone No. 115 Bristol.

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**Spear Bros. & Clark, Ltd.,** General Provision and Produce Merchants and Importers, English Cheese Factors, Wiltshire Bacon and Ham Curers and Sausage Manufacturers, 36 Victoria Street Bristol, and 10 High Street, Bloomsbury, London, W.C. 2. Telephone Nos. 2988 and 4740 Bristol; 1092 City, London; 1313 Bath; 2840 Birmingham. Advt. page 3 of Cover.

**J. B. Williams & Co.,** Provision Importers and Wholesale Grocers, Quay, Gloucester. Telegrams: "Williams, Quay, Gloucester." Code: 5th Ed. Telephone No. 184, Gloucester.

## QUARRY OWNERS.

**Bath & Portland Stone Firms, Ltd.,** Portland Stone and Bath Stone Quarry Owners, Abbey Yard, Bath. Telegrams "Oolite, Bath." Telephone No. 205, Bath. Advt. page viii.

**Elm Park and Corsham Down Bath Stone Co., Ltd,** Bath Stone Quarry Owners and Exporters of Bath Stone to America, Manvers Street, Bath. Telegrams: 'Quarries, Bath." Code: B. Telephone No. 919, Bath. Advt. page viii.

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**Whitwill, Cole & Co., Ltd.,** Steamship Brokers and Coal and Coke Exporters, 28 Baldwin Street, Bristol. Telegrams: "Zeal, Bristol." Telephone No. 1137, Bristol. Advt. page xxxi.

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**James & Hodder,** Ship & Insurance Brokers, Coal Exporters and Forwarding Agents, Bristol. Telegrams: "James, Bristol," "Freight, Bristol." Codes: Scotts, Watkins, A.B.C., Standard. Telephone Nos. 5 and 4960, Bristol. Advt. page xi.

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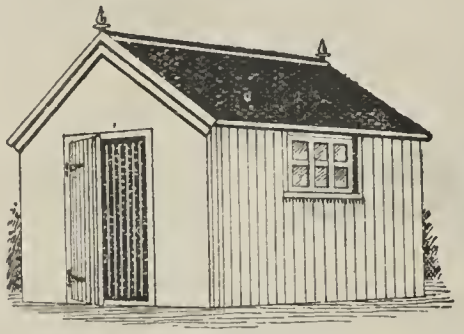
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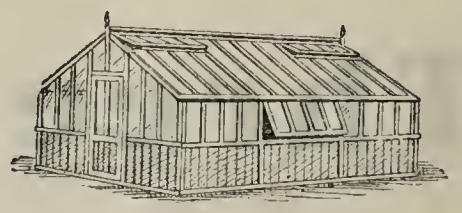
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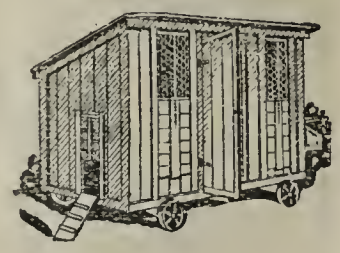
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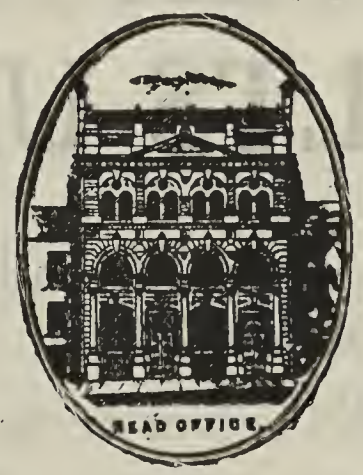



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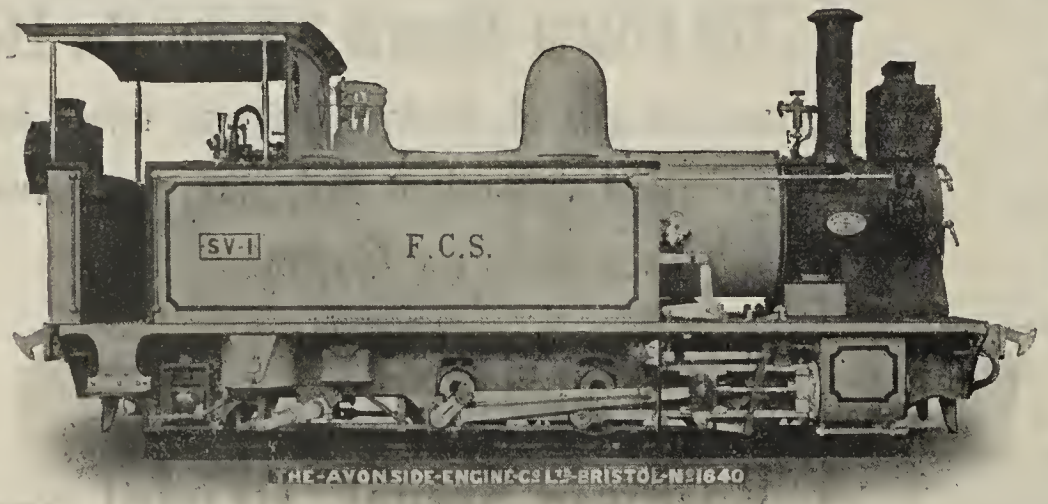
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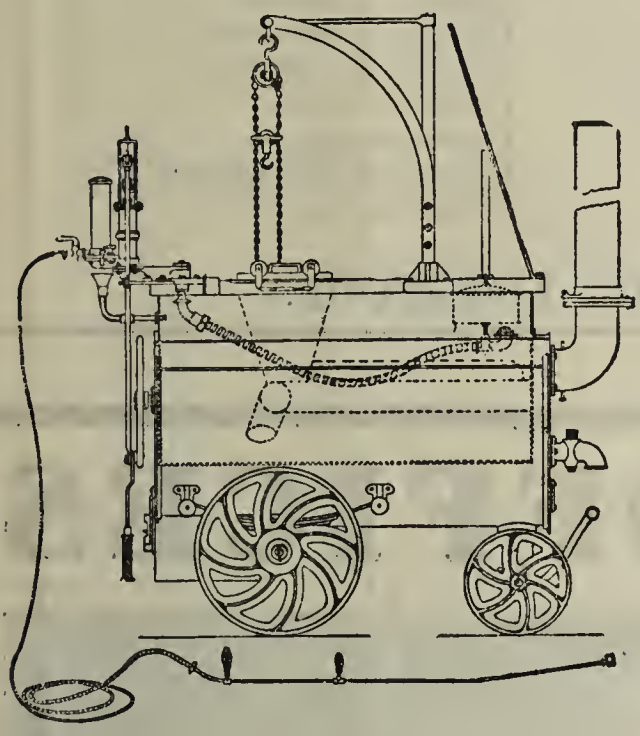
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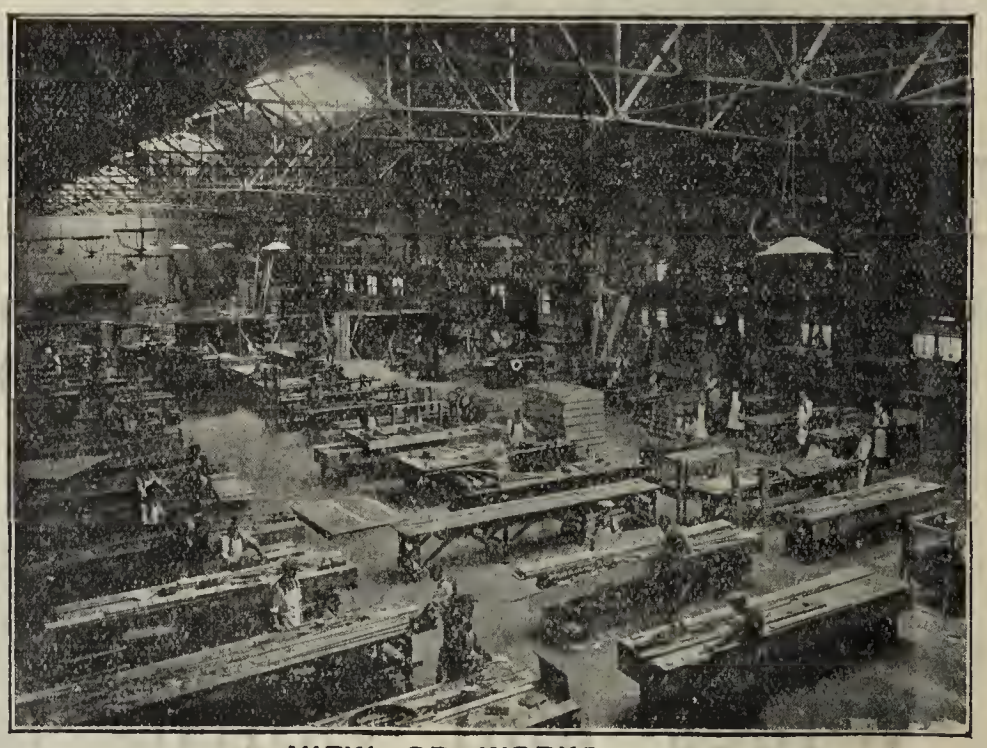


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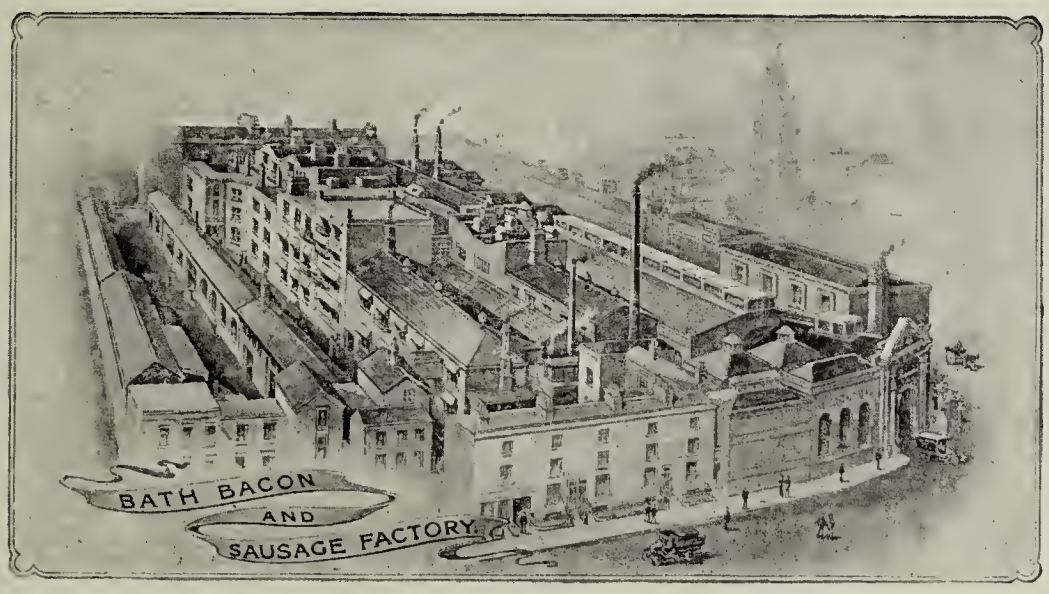
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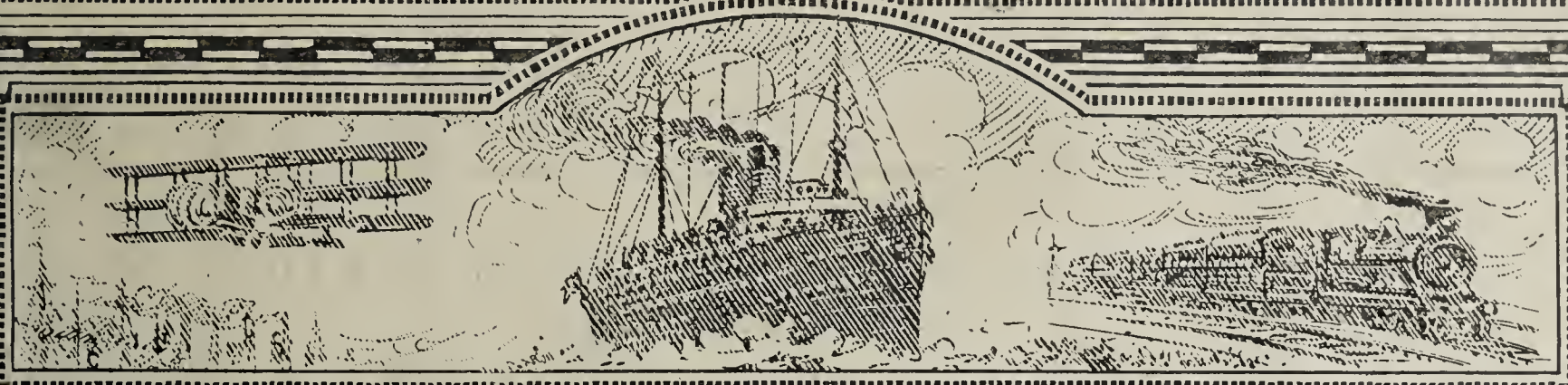
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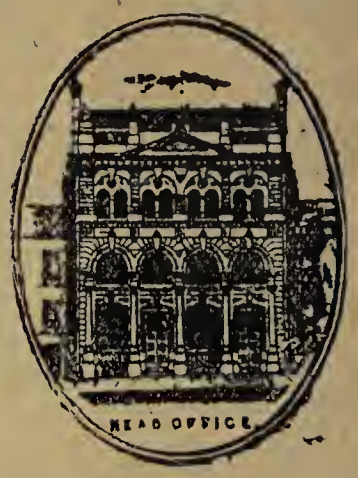
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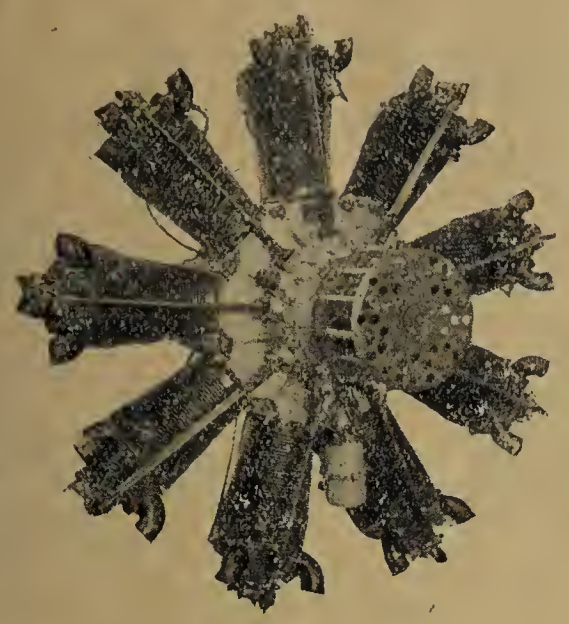
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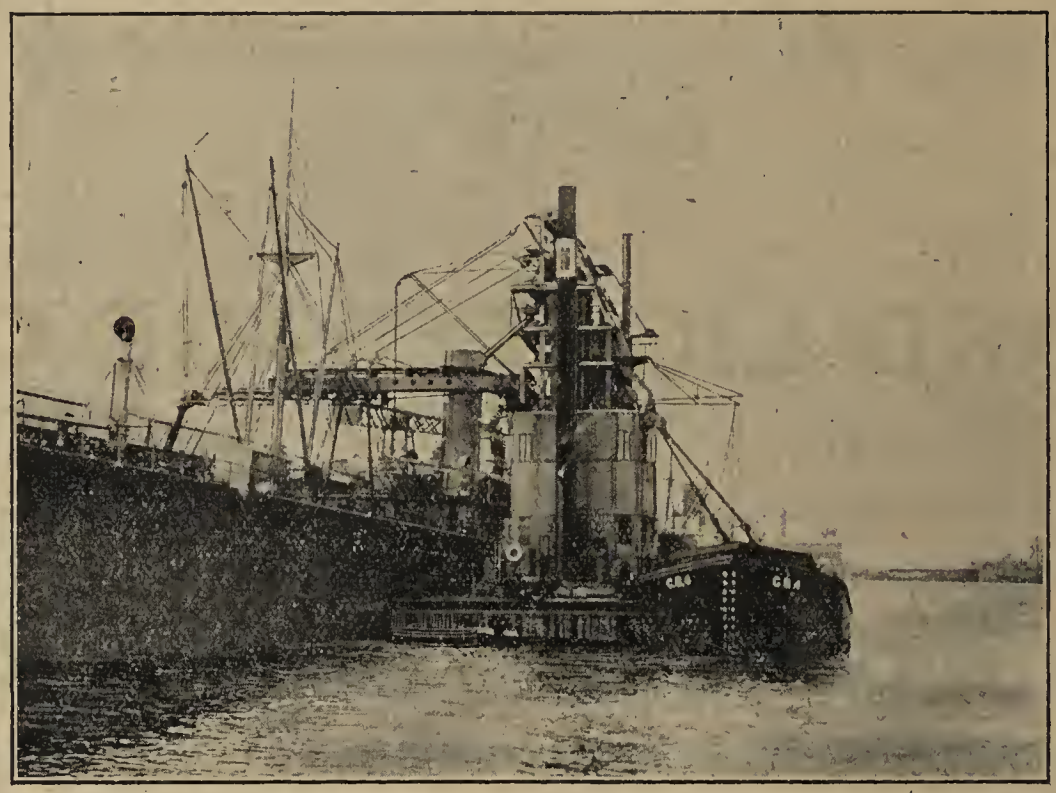
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| COUNTRY OR PORT. | NAME OF LINE. | AGENT IN BRISTOL. | TEL. No. |
|---|---|---|---|
| Amsterdam | Holland S.S. Co. | Turner, Edwards & Co. | Bristol 122 |
| ,, | Bristol Steam Nav. Co. | Bristol Steam Nav. Co. | ,, 3831 |
| Australian Ports | Federal | Bethell, Gwyn & Co. | ,, 428 |
| Baltimore | Cunard | Cunard S.S. Co., Ltd. | ,, 4030 |
| ,, | Baltimore S.S. Co. | F. C. Strick & Co., Ltd. | ,, 5 |
| Bayonne | Hutchison | Turner, Edwards & Co. | ,, 122 |
| Belfast | Bristol, Belfast & Glasgow | Mark Whitwill & Son | ,, 5610 |
| Bideford | Gilchrist's RegularTraders | Rob. Gilchrist & Co. | ,, 271 |
| Bordeaux | Hutchison | Turner, Edwards & Co. | ,, 122 |
| Bremen | J. & P. Hutchison | E. Stock & Sons | ,, 73 |
| Cadiz | Edwards | Turner, Edwards & Co. | ,, 122 |
| Canadian Ports | Cunard-Anchor-Donaldson | Cunard S.S. Co., Ltd. | ,, 4030 |
| ,, | Dominion | Dominion Line | ,, 1808 |
| ,, | C.P.R. | Canadian Pacific Rly. | ,, 1836 |
| Cardiff | Gilchrist's RegularTraders | Rob. Gilchrist & Co. | ,, 271 |
| Central American Ports | Elders & Fyffes | Elders & Fyffes, Ltd. | Avonmouth 61 |
| ,, ,, | (*via* New York) | Chas. Hill & Sons | Bristol 3948 |
| ,, ,, | ( ,, ,, ,, ) | Cunard S.S. Co., Ltd. | ,, 4030 |
| ,, ,, | ( ,, Amsterdam) | Turner, Edwards & Co. | ,, 122 |
| Channel Islands | | Chas. Hill & Sons | ,, 3948 |
| Charente | Edwards | Turner, Edwards & Co. | ,, 122 |
| Charleston, S.C. | Carolina | Bethell, Gwyn & Co. | ,, 428 |
| Christiania | Standard | Whitwill, Cole & Co. | ,, 1137 |
| Colombia | Elders & Fyffes | Elders & Fyffes, Ltd. | Avonmouth 61 |
| ,, | (*via* New York) | Cunard S.S. Co., Ltd. | Bristol 4030 |
| ,, | ( ,, ,, ,, ) | Chas. Hill & Sons | ,, 3948 |
| Copenhagen | (*via* Amsterdam) | Turner, Edwards & Co. | ,, 122 |
| Cork | City of Cork S.P. Co. | City of Cork S.P. Co. | ,, 1942 |
| Cuban Ports | (*via* New York) | Chas. Hill & Sons | ,, 3948 |
| ,, ,, | ( ,, ,, ,, ) | Cunard S.S. Co., Ltd. | ,, 4030 |
| Dublin | Bristol Steam Nav. Co. | Bristol Steam Nav. Co. | ,, 3831 |
| Dundee | Coast | Coast Lines, Ltd. | ,, 1942 |
| Falmouth | Coast | Coast Lines, Ltd. | ,, 1942 |
| Fiji | (*via* Sydney) | Bethell, Gwyn & Co. | ,, 428 |
| Genoa | Anglo-Italian | Mark Whitwill & Son | Bristol 5610 |
| ,, | Golden Cross | James & Hodder | ,, 5 |
| Glasgow | Bristol, Belfast & Glasgow | Mark Whitwill & Son | ,, 5610 |
| Gloucester | Regular Sailings | Severn & Canal Carrying Co. | ,, 53 |
| ,, | ,, ,, | T. R. Brown & Son | ,, 2595 |
| ,, | ,, ,, | B. Perry & Sons, Ltd. | ,, 944 |
| Gothenburg | Gothenburg | Whitwill, Cole & Co. | ,, 1137 |
| ,, | (*via* Amsterdam) | Turner, Edwards & Co. | ,, 122 |
| Greenock | Bristol, Belfast & Glasgow | Mark Whitwill & Son | ,, 5610 |
| Hamburg | J. & P. Hutchison | E. Stock & Sons | ,, 73 |
| Havre | Worms | James & Hodder | ,, 5 |
| Hayle | Gilchrist's RegularTraders | Rob. Gilchrist & Co. | ,, 271 |
| Hayti | (*via* New York) | Chas. Hill & Sons | ,, 3948 |
| ,, | ( ,, ,, ,, ) | Cunard S.S. Co., Ltd. | ,, 4030 |
| Honolulu | (*via* Sydney) | Bethell, Gwyn & Co. | ,, 428 |
| Hull | Coast | Coast Lines, Ltd. | ,, 1942 |
| Kingston (Ja.) | (Passengers & Mails) | Elders & Fyffes, Ltd. | Avonmouth 61 |
| Kirkcaldy | Coast | Coast Lines, Ltd. | Bristol 1942 |
| Leghorn | Anglo-Italian | Mark Whitwill & Son | ,, 5610 |
| ,, | Golden Cross | James & Hodder | ,, 5 |
| Leith | Coast | Coast Lines, Ltd. | ,, 1942 |
| Levuka | (*via* Sydney) | Bethell, Gwyn & Co. | ,, 428 |
| Lisbon | Edwards | Turner, Edwards & Co. | ,, 122 |
| Liverpool | Coast | Coast Lines, Ltd. | Bristol 1942 |
| ,, | Gilchrist's RegularTraders | Rob. Gilchrist & Co. | ,, 271 |
| London | Coast | Coast Lines, Ltd. | ,, 1942 |
| Malaga | Golden Cross | James & Hodder | ,, 5 |
| ,, | Edwards | Turner, Edwards & Co. | ,, 122 |
| Manchester | Coast | Coast Lines, Ltd. | ,, 1942 |
| Marseilles | Golden Cross | James & Hodder | ,, 5 |
| ,, | Anglo-Italian | Mark Whitwill & Son | ,, 5610 |
| Mexican Ports | (*via* New York) | Cunard S.S. Co., Ltd. | ,, 4030 |
| ,, ,, | ( ,, ,, ,, ) | Chas. Hill & Sons | ,, 3948 |
| Middlesbrough | Coast | Coast Lines, Ltd. | ,, 1942 |
| Nantes | Hutchison | Turner, Edwards & Co. | ,, 122 |
| Naples | Anglo-Italian | Mark Whitwill & Son | ,, 5610 |
| Newcastle-on-Tyne | Coast | Coast Lines, Ltd. | ,, 1942 |
| New Orleans | Dixie | Chas. Hill & Sons | ,, 3948 |
| Newport, Mon. | Gilchrist's RegularTraders | Rob. Gilchrist & Co. | ,, 271 |
| New York | Bristol City | Chas. Hill & Sons | ,, 3948 |
| ,, ,, | Winchester | James & Hodder | ,, 5 |
| New Zealand | Federal | Bethell, Gwyn & Co. | ,, 428 |
| Norfolk, Va. | Bristol City | Chas. Hill & Sons | ,, 3948 |
| Norway (East) | Standard | Whitwill, Cole & Co. | ,, 1137 |
| Oporto | Edwards | Turner, Edwards & Co. | ,, 122 |
| Palermo | Anglo-Italian | Mark Whitwill & Son | ,, 5610 |
| Paris | (*via* Rouen) | James & Hodder | ,, 5 |
| Penzance | Coast | Coast Lines, Ltd. | ,, 1942 |
| Philadelphia | Bristol City | Chas. Hill & Sons | ,, 3948 |
| ,, | Cunard | Cunard S.S. Co., Ltd. | ,, 4030 |
| ,, | Baltimore S.S. Co. | F. C. Strick & Co. | ,, 5 |
| Plymouth | Coast | Coast Lines, Ltd. | ,, 1942 |
| Portland, Me. | Dominion | Dominion Line | ,, 1808 |
| Portland, Ore. | Isthmian | Bethell, Gwyn & Co. | ,, 428 |
| Porto Rico | (*via* New York) | Cunard S.S. Co., Ltd. | ,, 4030 |
| ,, ,, | ( ,, ,, ,, ) | Chas. Hill & Sons | ,, 3948 |
| Portsmouth | Coast | Coast Lines, Ltd. | ,, 1942 |
| Portuguese Ports | Edwards | Turner, Edwards & Co. | ,, 122 |
| Rotterdam | Bristol Steam Nav. Co. | Bristol Steam Nav. Co. | ,, 3831 |
| ,, | (*via* Amsterdam) | Turner, Edwards & Co. | ,, 122 |
| Rouen | Worms | James & Hodder | ,, 5 |
| ,, | Hutchison | Turner, Edwards & Co. | ,, 122 |
| San Francisco | Isthmian | Bethell, Gwyn & Co. | ,, 428 |
| Seattle | Isthmian | Bethell, Gwyn & Co. | ,, 428 |
| Sicilian Ports | Anglo-Italian | Mark Whitwill & Son | ,, 5610 |
| South African Ports | (*via* Amsterdam) | Turner, Edwards & Co. | ,, 122 |
| South American Ports | ( ,, ,, ) | Turner, Edwards & Co. | ,, 122 |
| Southampton | Coast | Coast Lines, Ltd. | ,, 1942 |
| Spanish Ports | Edwards | Turner, Edwards & Co. | ,, 122 |
| ,, ,, | Golden Cross | James & Hodder | ,, 5 |
| ,, ,, | MacAndrews | Mark Whitwill & Son | ,, 5610 |
| Stockholm | East Sweden | Whitwill, Cole & Co. | ,, 1137 |
| Swedish Ports | East Sweden | Whitwill, Cole & Co. | ,, 1137 |
| Torquay | Coast | Coast Lines, Ltd. | ,, 1942 |
| Treport | John Harrison | E. Stock & Son | ,, 73 |
| Vancouver | Isthmian | Bethell, Gwyn & Co. | ,, 428 |
| Vera Cruz | (*via* New York) | Chas. Hill & Sons | ,, 3948 |
| Waterford | Waterford | Clyde Shipping Co. | ,, 2422 |
| West Africa | (*via* Amsterdam) | Turner, Edwards & Co. | ,, 122 |
| West Indies | Elders & Fyffes (Jamaica) | Elders & Fyffes, Ltd. | Avonmouth 61 |
| ,, ,, | (*via* Amsterdam) | Turner, Edwards & Co. | Bristol 122 |
| Wexford | Coast | Coast Lines, Ltd. | ,, 1942 |

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**It is suggested that after this Journal has been perused, it should be circulated among your staff. The advertising pages as well as the literary matter should be of considerable interest.**

## Editorial Notices.

*The Bristol Incorporated Chamber of Commerce and Shipping accepts no responsibility for the opinions expressed in articles or letters appearing in this Journal.*

*Space is necessarily limited, but the Editors will be pleased to consider short articles or letters on subjects of general mercantile, trade, or industrial interest, and to insert them, if possible.*

*Inquiries for advertisement spaces should be addressed to the Bristol Incorporated Chamber of Commerce and Shipping, the Guildhall, Small Street, Bristol.*

## Chamber Notices.

*Offices:—Chamber of Commerce, Guildhall, Small Street, Bristol.*

*Office Hours:*—9.30 *a.m.* to 5 *p.m.* (*Saturdays*, 9.30 *a.m.* to 12.30 *p.m.*)

*Telephone:—Bristol* 368.

*Telegraphic Address:—"Chamber Commerce, Bristol."*

*Council Meetings are held on the third Wednesday in each month.*

*The Chamber is able to give or to obtain information respecting Railway Rates and Conditions, Tariffs, Customs Regulations, Openings for Trade, appointment of agents abroad, and other commercial matters.*

*Certificates of Origin, etc., may be obtained on application to the Secretary.*

———:o:———

# BRISTOL CHAMBER OF COMMERCE CENTENARY

### To Develop Trade.

The President (Mr. E. T. Thornton) presided over the monthly meeting of the Council of the Bristol Chamber of Commerce, held on December 20th, 1922, in the Council Room of the Bristol Incorporated Law Society, when he was supported by Messrs. H. R. W. Bamberger, C. E. Barry, J. Herbert Budgett, Cecil Fry, George E. Gedye (Canned Goods Trade Section), A. Gibbons (Dried Fruit Trade Section), R. Cuthbert Hobbs (Printing and Allied Trades Section), C. Hartly Hodder (Steamship Owners Section), H. Wynne Jones, G. Palliser Martin, Cecil Powell, D. Ross-Johnson, C.B.E., G. B. Shipway (Sugar Trade Section), Clare Smith, Fred. W. Spear, George F. Stone, R. Hilton Todd, W. N. Tribe, F. O. Wills, Norman Wills (Paint and Varnish Trade Section), and W. J. Hilliar (secretary).

### Chamber's Centenary.

The Council unanimously adopted the recommendation of their Finance Committee that a concerted effort should be made in the early part of next year to increase largely the membership of the Chamber as the most appropriate manner in which to celebrate the centenary of the Chamber, and to extend the scope of usefulness.

It was further agreed that a special centenary number of the Monthly Journal should be published, printed in English, French, Spanish, and Italian, and distributed in all the principal markets of the world. In this and other ways the Council of the Chamber are endeavouring to make the centenary of the Chamber the means of developing the home and overseas trade and commerce of the city and port.

### Conference of the West.

Arrangements are being made for the second conference of West of England Chambers of Commerce to be held in March, 1923. The first conference was held in Bristol in January, 1922, when, in view of the work accomplished and the widespread interest aroused, it was decided to establish it on a permanent basis.

The Chambers associated in this movement were of opinion that, as far as possible, the meetings should be held in different centres. In accordance with this principle, the Bath Incorporated Chamber of Commerce have invited the Conference to meet in that city, and this has been cordially accepted.

### Insurance by Industries.

The Council gave considerable thought to the important and difficult question of unemployment insurance by industries, but refrained from coming to a decision pending the report of the Special Committee set up by the Association of British Chambers of Commerce to consider the matter in all its bearings.

### Railway Rates Tribunal.

In this matter authority was given for the necessary action to be taken at the appropriate time to secure the formation of a local joint committee for the Bristol area as provided for under Section 28 (1) (i) of the Railways Act, 1921.

The present position is that the Transport Sub-Committee of the Association of British Chambers of Commerce (on which the Bristol Chamber is represented by Mr. J. Herbert Budgett and Mr. D. Ross-Johnson, C.B.E.) have submitted to the President of the Railway Rates Tribunal, for approval, certain suggestions with regard to the procedure which might be adopted for the setting-up of these Committees and as to the functions which they might perform.

In order that there should be no delay when the method of procedure had been precisely laid down, the Council empowered their Railways and Canals Committee to do anything they find to be requisite to the bringing into being of a local joint committee.

### Coastguard Reorganisation.

The Council viewed with apprehension the recommendation advising His Majesty's Government to reorganise the Coastguard Service in such a manner as would bring it under the control of three Departments, viz., the Board of Trade, Inland Revenue, and Admiralty, instead of one as at present—the Admiralty.

Accordingly it was resolved:—"That the Bristol Chamber of Commerce favour single control in preference to triple control, believing that this will make for greater efficiency and economy in the service."

### Tuberculosis Care.

A vacancy having arisen in the representation of the Chamber on the Tuberculosis Voluntary Care Committee for Bristol, the Council unanimously elected the President to serve the Chamber in this capacity.

### Railway Rates.

The Council, acting on a recommendation of the Railways and Canals Committee, appointed the President (Mr. E. T. Thornton), Mr. J. Herbert Budgett, and Mr. D. Ross-Johnson a special committee to meet the railway traffic experts of the principal firms, members of the Chamber, in order to discuss with them the subject of exceptional railway rates and to report.

### Cumberland Basin Bridge.

The President reported that the Sanitary and Improvement Committee of the City Council had readily acquiesced in the request of the Chamber, and were receiving a deputation on the following day (Thursday), at 10.30 o'clock a.m.

### Mercantile Marine Office.

It was reported that a communication had been received from the Board of Trade to the effect that the Mercantile Marine Office in Bristol would not be closed on the 31st inst., pending further consideration of the matter.

### P.M.G.'s Promise.

A letter was submitted from the Postmaster-General informing the Chamber that their renewed representations on the subject of the Avonmouth and Shirehampton Telephone Exchanges should receive his earnest consideration.

### Rating of Machinery.

The Council agreed to ask the Members of Parliament for the city to ballot for the Rating of Machinery Bill in Parliament session 1923.

### Thanks to Law Society.

A warm vote of thanks was accorded the Bristol Incorporated Law Society for placing their council room at the disposal of the Chamber for the purpose of the meeting, their own board-room not being available.

### New Members.

Upon the proposition of the President, Messrs. Ball & Lessimore, manufacturing upholsterers and house furnishers, 96 Whiteladies Road, were elected subscribing members of the Chamber.

### Greetings.

In closing the meeting the President extended to the members hearty Christmas and New Year greetings, which were reciprocated.

———:o:———

## BRISTOL CHAMBER OF COMMERCE.

### Notes and an Invitation by a Past-President.

It may be supposed that there is a large number of business men in Bristol and the district to whom it has never occurred that it would be a good thing for them to become members of the Bristol Chamber of Commerce. "What good," it is sometimes said, "what good is the Chamber of Commerce to me?" Very probably, if our friend measures his "good" merely by a direct, visible and immediate return on his investment, it might be difficult to prove to him that by subscribing to the Chamber he would be making one of the soundest investments he ever made in his life.

What are the functions of an alert Chamber of Commerce? Primarily to take care of all the Commercial interests of the City and District, to watch over and guard them, to foster them, to see that by every legitimate means the trade of the City, the home, export, and import trade, is not only maintained but still further developed to its utmost capacity.

Are not these objects worth working for and worth paying for? There are, of course, numerous channels through which these objects may be achieved; the ways in which an energetic Chamber of Commerce may influence and help its members and its district are innumerable.

For instance, all the important Chambers of Commerce are formed into a Central Association which exercises a tremendous influence upon the trade of the whole Empire, and the Bristol Chamber through its elected delegate to the Council of the Associated Chambers has a direct voice in its deliberations and decisions.

Then there is a considerable amount of statistical and official information to be collected and sifted for the use and guidance of members. There is legislation to be watched, promoted, supported, or opposed, as the case may be.

There are questions of Transport, Railway and Shipping facilities to be looked after both as regards goods and passengers.

Even the actions and inactions of Local Authorities have occasionally to be scrutinised and criticised when they affect the interests of the Trading Community.

But the proper exercise of these functions and the full attainment of all these objects are naturally limited by two principal considerations: (*a*) Finance, and (*b*) The energy and enthusiasm of the members.

(*a*) *Finance.*—Without money nothing whatever can be done. It need hardly be mentioned that the income of our Chamber of Commerce is mainly derived from the subscriptions of its Members and affiliated Associations, and as the work of the Chamber is in no sense philanthropic, it is evident that the expense of running the work of the Chamber should be borne equally by the whole of the Trading Community, and not merely by a section of it. In other words, *it is submitted that every Trader and Trading Firm in the City and District should consider it a first duty and privilege to become a subscribing member of the Chamber of Commerce.*

(*b*) *The energy and enthusiasm of the MEMBERS.* Some may say that instead of "Members" the word should be "Council" or "President" or "Secretary." But none of these words at all indicate the idea which it is intended to convey. The Chamber of Commerce is—or ought to be—an entirely democratic institution. It would, of course, be absurd to imagine that all the members could personally take part in the detailed work of the Chamber. They would not wish to do so, even if it were practicable. But the work of the President and Council and Secretary ought to be, and indeed is, a reflection of the attitude of the members generally. If the membership of the Chamber is small and does not truly and adequately represent the trading community, and if such members as there are adopt an apathetic and indifferent attitude in regard to the work of the Chamber, then no one ought to expect the President or the Council or the Secretary to work miracles.

According to the Rules and Bye-laws of the Chamber every member has the right to nominate himself or any other member as a representative on the Council, and the greater the competition to obtain a seat on the Council the better for the prosperity of the Chamber, provided always the desire to serve is born of the desire to help forward the work.

If you are not a Member of the Bristol Incorporated Chamber of Commerce and Shipping, will you *now at once* make application for election?

If you have been a Member but have resigned, will you reconsider your decision, and ask to be reinstated?

If you are already a Member, will you make a point of doing what you can to secure other members?

# TRADE BETWEEN BRISTOL AND AMERICA.

The following letter has been addressed to the Chamber by Major Robertson Honey, Consul of America. If any members are interested in the suggestions made, they are invited to communicate with the Consul direct :—

American Consular Service,
Bristol, England.

The Secretary,
Chamber of Commerce, Bristol.

Dear Sir,—Recent reports regarding foreign trade of your great country as well as that of mine are not at all encouraging. The exchange value of British currency with reference to the American dollar is now approaching a state where trade between the two countries seems again to be possible, if not exactly at the moment, then perhaps in the very near future. It seems to me that it would be well to look to this future and prepare for it.

I suggest, therefore, that you again bring before the members of your organisation the letter which I addressed to you on the 24th day of February, 1921, a copy of which is herewith enclosed.

I understand that a number of Bristol merchants are acting as agents for American exporters. If possible, I would like to be favoured with their names and addresses ; it is just possible that I may be able to be of service to them both here in Bristol and in the United States. On the general subject of agencies for American exports, I have to say that I receive numerous requests from American exporters to the effect that I designate some Bristol house with which the American exporter may enter into correspondence with a view to placing the agency. These agencies, I am told, are not infrequently profitable both to the American exporter and to the local house handling the product.

In case any of your members care to write to me giving me their names and the lines in which they are interested, I will treat their letters as entirely confidential and they will not in any way be considered as solicitations for trade.

I am often at a loss to know whom to nominate when this question is put to me by an American exporter and I am more or less in the dark when I send to America a list of some three or four Bristol houses that I think might be interested in the matter.

If any members of your organisation have a desire to represent an American exporter of any product whatsoever, I would like to have his name and address and, in this way, do even a little bit towards stimulating trade between my consular area and the United States.

Yours very truly,

G. Robertson Honey,
*Consul.*

———:o:———

# A PARLIAMENT OF INDUSTRY.

(Contributed by a Correspondent).

Anxious that peace should reign in industry, Sir William Noble has written a suggestive letter to the *Times*, advocating a Parliament of Industry, and with its main principles there will be general agreement. Sir William points out that employers and employees' organisations never meet face to face unless it is to settle a dispute either on conditions of work or on wages, and urges that a body should be established whereby these organisations can meet together when their vital interests are not so urgently at stake, and they can put forward their views for the consideration of each other. In normal times, he asks, does the Engineering and the National Employers' Federation meet the Amalgamated Engineering Unions ? Does the National Federation of Iron and Steel Manufacturers meet the Amalgamated Society of Steel and Iron Workers ? Does the Shipbuilding Employers' Federation meet the Amalgamated Union of Shipbuilding, Engineering and Constructional Workers ? Does the National Federation of Building Trades Employers meet the National Federation of Building Trades Operatives ? Does the Federation of Master Cotton Spinners' Association meet the Northern Cities Textile Trades Federation ? Does the Federation of Master Printers meet the Printing Trades Federation ?

Speaking broadly, the answer to these questions is in the negative, and unfortunately so, for with Sir William I agree that times of disputes are not the best when economic enlightenment comes to either side. When each organisation is irritated by the claims of the other readiness to understand the opposing view is at a discount, and rather than making for peace it tends to dissatisfaction and sometimes into a war in which force is the principal arbiter. Such conditions are far from helpful to industry and I trust that facilities will speedily develop for a regular interchange of views when the skies are clear and discussions can take place when the war-clouds are not overhead.

The late Government did make an effort in this direction soon after the Armistice, for they called a conference in the Central Hall, Westminster, when Capital and Labour put their viewpoint before each other, but it was necessarily general in character and its value was not as appreciable as was hoped. The disadvantage of such huge conferences is that each side is apt to put itself into the position of an advocate of its own case, desirous of winning a debating success rather than of manifesting anxiety to appreciate the other's point of view. Were conferences of individual industries to be called together frequently, say, every three months, much value might be derived therefrom providing wise discretion was shown in the choice of representatives. The main desire should be to improve the prosperity of the industry to which employers and employees are allied, and if that spirit is captured nothing but good would be the outcome. These conferences, I suggest, should be open to the Press, so that those concerned with the particular industries may learn as much as those who attend them. Unfortunately, there is at present an undeniable tendency on the part of many workmen only to read publications of an essentially Socialistic character, and it is highly important that they should understand the motives of employers. Such conferences as I suggest might assist in bringing about a right attitude of mind to the serious problems pressing upon all industries at the present time. Perhaps the time is not inopportune when the various sections of each Chamber of Commerce should invite representative employees to discuss with them matters affecting their industry and those immediately allied with it. By this means they might get down to practical discussion. Most of the meetings under the auspices of the National Alliance of Employers and Employed usually cover such a wide field, and only deal with subjects of a general tendency that narrowing the attendance to people connected with the particular industry under discussion would be all to the good. Discussion would be of a concrete and not an abstract character. The ideal of a Parliament of Industry advocated by Sir William Noble is eminently to be desired, but each one can do much in his own small way ere it is reached.

# PORT OF BRISTOL.

Electrically propelled stacking machines—or electric pilers as they are styled—have for some time past formed part of the equipment of the Transit Sheds at Avonmouth, where their efficiency and economy in handling and housing sacks and bales of goods has been well demonstrated. During the past month this type of machine has been requisitioned for additional service in a new direction—the embarkation of mails—with very satisfactory results.

* * * * *

The increase in the past year or so in the volume of mail traffic at Avonmouth has been considerable and consequently saving of time occupied in their shipment is an important consideration, so as to give the utmost despatch to the liners.



R.M.S. "Coronado" in the Entrance Lock, Royal Edward Dock, disembarking passengers.

Mails, like passengers and their baggage, naturally are the last phase of a steamer's activities in dock, and at Avonmouth, as is well-known, their embarkation is effected within the Royal Edward Lock alongside which is the Passenger Station which receives the special trains.

* * * * * *

The first experiment in the new method of shipment of mails was undertaken in the case of the S.S. "Patuca," Elders & Fyffes liner, bound for Jamaica and Central America. The special train brought 365 bags mails to the platform from which they were conveyed on electric trucks to the edge of the quay and deposited on to the slats on revolving endless band conveyor of the piler which, extending to the coamings of the hatch, deposited the mail-bags automatically on to shutes conducting to the mail room in the 'tween-decks. The experiment was found to be well worth continuing and further developments have been taken in hand in the matter of specialised adaptation to the particular purpose of mails which should produce even better results.

* * * * * *

At the City Docks the improvement of the transit shed equipment is now taking shape as a definite project. The scheme includes the displacement of several of the older type of single-storey sheds at Dean's Marsh by ferro-concrete transit sheds of a larger and modern type, with two stories and electric roof cranes. The first instalment of this was indicated at the City Council meeting when the Report presented by the Docks Committee was adopted for the expenditure of £60,000 upon the reconstruction of "Shed U."

* * * * * *

The following table of Imports of certain articles into the United Kingdom shews the quantity and percentage of the whole taken by the Port of Bristol.

| Grain. | United Kingdom. Imports Tons. | Bristol. Imports Tons. | Percentage Tons. |
|---|---|---|---|
| *Barley.* | | | |
| 1913 .. .. | 1,121,963 | 251,262 | 22.3 |
| 1921 .. .. | 790,298 | 200,698 | 25.4 |
| 1922 (10 Months) | 441,180 | 137,081 | 31.1 |
| *Maize.* | | | |
| 1913 .. .. | 2,457,748 | 144,348 | 5.8 |
| 1921 .. .. | 1,837,719 | 186,197 | 10.1 |
| 1922 (10 Months) | 1,448,850 | 156,578 | 10.8 |
| *Oats.* | | | |
| 1913 .. .. | 908,133 | 57,213 | 6.3 |
| 1921 .. .. | 417,844 | 40,024 | 9.6 |
| 1922 (10 Months) | 390,618 | 51,584 | 13.2 |
| *Wheat.* | | | |
| 1913 .. .. | 5,293,905 | 399,346 | 7.5 |
| 1921 .. .. | 4,012,350 | 297,626 | 7.4 |
| 1922 (10 Months) | 3,949,720 | 314,291 | 8.0 |

| | United Kingdom. Imports Tons. | Bristol. Imports Tons. | Percentage Tons. |
|---|---|---|---|
| *Total Grain.* | | | |
| 1913 .. .. | 10,033,308 | 868,666 | 8.6 |
| 1921 .. .. | 7,313,366 | 729,810 | 10.0 |
| 1922 (10 Months) | 6,340,763 | 665,797 | 10.5 |
| *Oilseeds.* | | | |
| 1913 .. .. | 1,433,517 | 80,716 | 5.6 |
| 1921 .. .. | 963,424 | 46,716 | 4.8 |
| 1922 (10 Months) | 837,109 | 53,102 | 6.3 |
| *Flour and Meal.* | | | |
| 1913 .. .. | 784,755 | 39,146 | 5.0 |
| 1921 .. .. | 1,032,315 | 43,576 | 4.2 |
| 1922 (10 Months) | 762,085 | 45,302 | 5.9 |
| *Petroleum.* | | | |
| 1913 .. .. | 1,790,359 | 152,593 | 8.5 |
| 1921 .. .. | 4,480,597 | 345,208 | 7.7 |
| 1922 (10 Months) | 3,847,289 | 280,972 | 7.3 |
| *Butter, Bacon and Cheese, and Lard.* | | | |
| 1913 .. .. | 794,871 | 32,992 | 4.1 |
| 1921 .. .. | 831,218 | 31,781 | 3.8 |
| 1922 (10 Months) | 725,093 | 24,854 | 3.4 |
| *Sugar.* | | | |
| 1913 .. .. | 1,969,260 | 86,260 | 4.3 |
| 1921 .. .. | 1,301,603 | 57,608 | 4.4 |
| 1922 (10 Months) | 1,637,916 | 45,706 | 2.8 |
| *Wood Goods (Sawn).* | | | |
| 1913 .. .. | 6,636,607 | 161,004 | 2.3 |
| 1921 .. .. | 2,888,878 | 52,397 | 1.8 |
| 1922 (10 Months) | 4,203,271 | 74,558 | 1.8 |

# BRISTOL DOCK DUES ONE HUNDRED YEARS AGO.

We publish a further instalment of Cosmo's letters, through the influence of which this Chamber of Commerce was formed :—

LETTER XVI

(*January 25th*, 1823).

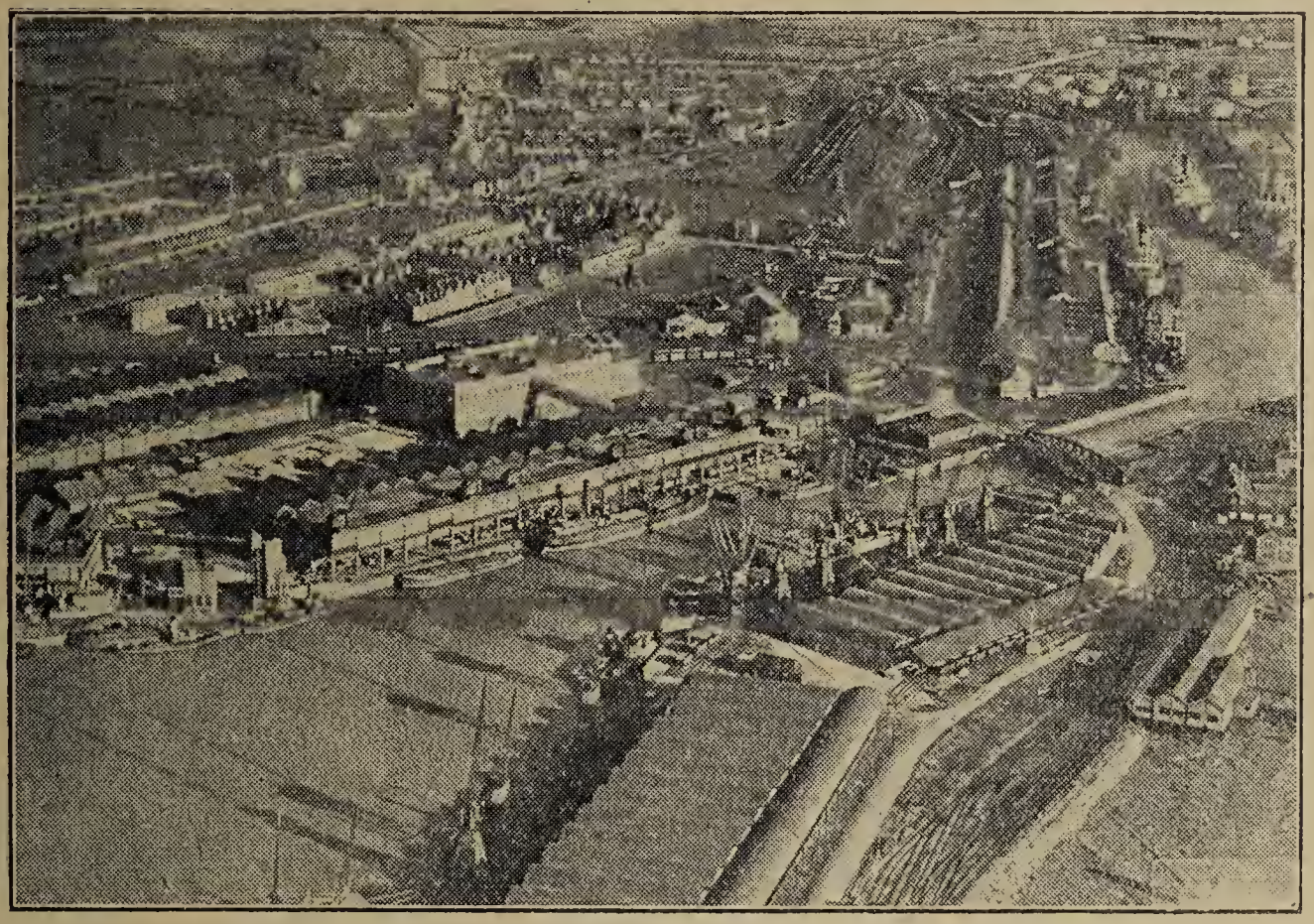
TO THE SOCIETY OF MERCHANT VENTURERS.

GENTLEMEN,

I had hoped in this letter to have proceeded at once to a mere matter of figures, in which, by comparison, it is my intention to show the OPPRESSION and PARTIALITY of the WHARFAGE and CRANAGE RATES ; but some important communications from my fellow-citizens, who seem to have been roused by my observations, arrest my attention ; and I am therefore induced first, to submit to your consideration the facts which they disclose ; premising, that I have the real signature of every complainant, who is ready and willing to authenticate his information, if called upon to do so.

A Merchant complains, that in consequence of notice from the Quay-Warden, that he could not be allowed at certain periods to land valuable cargoes of timber at the *Corporation* wharfs, he has, at an expence of £5000. and upwards, formed one of his own, and adapted apparatus on it to suit his own particular convenience. Yet this Gentleman is regularly called upon by the Collector of Town Dues for his Wharfage Duties, although he never troubles Quay-Warden or Water-Bailiff, or uses the Corporation wharfs or cranes.

Is this demand, I would humbly ask, in the purview of the Act of 47th Geo. 3d,—or is it possible, I would say, that such a demand could be substantiated before any Bristol, no, nor could it be before any British Jury ! !



AERIAL VIEW OF ROYAL EDWARD DOCK AND AVONMOUTH DOCK, SHOWING JUNCTION CUT, ROYAL EDWARD COLD STORES AND TRANSIT SHEDS.

This Merchant also is a Burgess of the Corporation, and of course exempt from the TOWN DUES ! ! But he very naturally enquires, whether in granting your Society a lease of the wharfs, the Common Council could authorize you to exempt whom you please from any privilege, that belongs to a freeman ? Amongst which, he conceives exemption from Wharfage Rates to be one ; as originally they formed a part of those Town Dues levied by the Common Council as Conservators of the Port. As I said in my last, the 47th of Geo. 3d, alludes to no such exemption. How then could the Common Council barter away his rights ?

Another Correspondent writes as follows :—

" The Society of Merchants, I am informed, are Lessees under the Corporation of all the Wharfs from Crane No. 1 to 19, in right of which they claim, and I believe have usually been paid what is called Wharfage, or a certain rate on all goods shipped foreign, by persons not members of their body.

" Since the floating our harbour, a great portion of the heavier goods have been shipped from bottom to bottom, thereby voiding the expence of landing and re-shipping, and consequently the use of their wharfs.

" I am now to relate a circumstance that occurred within my own knowledge, which at the time it happened, excited in my mind no small degree of surprise.

" In the month of April 1820, a vessel was chartered in London to proceed to this port for a cargo of iron and other goods for a foreign market ; the whole of which was transhipped. The house sent a person to transact the business, who on the demand for Wharfage being made, requested to be informed the authority for it. The answer being unsatisfactory, he peremptorily refused to pay it. Nor do I think any steps have been taken to enforce it.

" The writer immediately remonstrated with some members of the Hall on the impropriety of their conduct, in thus suffering a stranger to brave their rights (if rights they are) whilst at the same time they continued to tax the citizens. It is true, that since that period the writer has never paid the rate under similar circumstances ; but he considers the principle which appears to have been acted on, viz.—taking money from those not objecting to pay, and suffering others to escape, as derogatory to a respectable body of merchants, and such conduct as no single individual of that body could countenance. This principle, bad as it is, descends even to the lowest of their connexions : for the Renter of the Cranes actually makes a demand for Cranage on goods transhipped, as before stated, although he has nothing whatever to do with it, and merely copies the amount from the Entries at the Custom-house."

The same writer, in a subsequent letter, supplies me also with the following case :—

" In my first communication to you I stated a circumstance relative to the Society of Merchants. The following has recently occurred on the same subject :—

" *Rambler, Jno. Knight, per Malta, &c.*

" 210 Tons of Wrought and Cast Iron .. .. £1890 0

Copy of Entry

| | | |
|---|---|---|
| Duty .. .. .. | £9 | 9 0 |
| Town Dues .. .. | 10 | 10 0 |
| Wharfage .. .. | 5 | 5 0 |
| Entry .. | 0 | 5 0 |
| | £25 | 9 0 |

" These goods were brought down the Severn and landed at Redcliff Wharf, (a private one) and from thence shipped. Considering this case to be analagous to the one I before named to you, I refused payment of the Wharfage. I have since had notice from the Collector that it will be enforced, and on reference to the Act 47 Geo. 3d, I find I am in error, and shall therefore pay it.

" What I wish to call your attention to is, that for this sum of £15. 15s. these goods might have been taken from Gloucester to Newport, and there shipped, by which means the vessel would have avoided the heavy Port Charges here."

Though this Gentleman appears to have submitted to the charge, I cannot help thinking that he has done it in his own wrong ; for imprimis, if I understand rightly the Act of 47th Geo. 3d, his goods were not in the first instance landed on what is called or meant to be a Corporation Wharf ; which I should apprehend from the words in the preamble of the Act must mean only the *Quays and Wharfs of which the Corporation were then seized ;* for observe, in this preamble it is stated, it is for the consideration that " *the Corporation* are *owners* of and *have erected* certain *Quays and Wharfs* upon, &c." that they ground their pretension and request to the Legislature, that they would grant them the rates they pray for ! ! I say, therefore, that the wharf on Redcliff Back being a private one, your Society, as lessees, cannot, in my humble opinion, support your claim for the Wharfage Dues.

2ndly. The goods coming *coastways* must evidently be exempt ; for this exemption is particularly made in the very first enacting clause of the Act. " EXCEPT GOODS BROUGHT COASTWAYS OR BY INLAND NAVIGATION," are the very words made use of. In Section III. of the Act, directing the Collector of the King's Customs to suffer no ship to be entered outwards or cleared inwards, which has not paid the duties specified, I grant the exception is not repeated. But in the principle and leading enacting clause it does occur.—And I am satisfied, that the question only waits for the direction of a learned Judge, aye, of one only of common sense and discernment, aided by the verdict of a British Jury, to set this point at rest. But unfortunately for poor BRISTOL, not an individual has yet been found of sufficient independence and public spirit, at his own risk and on his own responsibility, to contest the claim with a public body.

A third writer informs me, that until lately the Wharfage rate was invariably charged on all goods shipped from vessel to vessel, though they never came on the wharf. This charge, however, has in some instances been successfully resisted, and entries certified by the Collector of the Town Dues, where such duties have not been paid. But upon some mercantile firms, amongst which is that of the writer, redress has not been obtained. Surely this is a case which calls loudly for enquiry.

The Cranage rate is also demanded upon goods thus transhipped from vessel to vessel ; the right to levy which, I apprehend, is grounded upon the very ambiguous interpretation of the word AT, in the clause of the bill which enacts the rate. The whole act is indeed one of the most indefinite and incorrect which I have ever perused, and leaves marks throughout of the haste with which it was drawn up and passed. In Section VI. (the marginal contents of which by the bye, describe it " for the better regulating *Porters* and *Corn Measurers,*" though the body of the Section says not a word about either office,) the words enacting the rates are, " for all goods, &c. shipped, landed or weighed AT." The next Section, VII. (which in the margin speaks again of Porters and Corn Measurers, though the body says not a word concerning them) calls them " goods shipped ON or FROM." And it is upon clauses so loosely worded as these, that the Crane rates are supported by your Society, in the levying of duties upon goods shipped from vessel to vessel, when they lie even three or four ships distant from the cranes ; and in which transhipment the Crane Officer refuses to perform any part of the work ! ! I should observe, however, that it is only half of the rates fixed by the act that are demanded ; but this surely was never contemplated by the Legislature.—A similar right is claimed by the Crane renters, at the Porters' Births, between Cranes

No. 3 and 19, (the Merchants Cranes). Though it is clear the act in question confers no such right. Indeed, till very recently, no goods (with few exceptions) were allowed to be landed or shipped at the back, or other parts of the Quay not included in the Crane Lease, unless the Master Porters appointed by the Corporation were employed. This imposition has been successfully resisted, though it has as frequently been attempted to be maintained and supported by threats of prosecution, and legal opinions taken on the subject. The rate is rather less than that for the Cranes as fixed by the 47th Geo. 3rd; it being according to a scale agreed on by the Corporation at the close of the 17th century; which was not meant to prohibit the merchant from employing whom he thought proper, but to fix the maximum of the rates when he employed a Porter appointed by the Corporation.

And this, perhaps, will be the best opportunity which I shall find to say a few words respecting these Master Porters, who hold their situations, or sinecures I should rather call them, under the Common Council; several of them at this time residing in London, Wales, and other distant parts. The work of these Gentlemen is leased to others at half of the prescribed rates, and even these men employ others under them; so that for the labour of one, the commerce of the port is taxed with the maintenance of three. Merchants, who have resisted the employment of these porters, contract with men to do the same work at one-third, and in some instances at one-half less than the authorised rate. And at these wages, a porter has been known to earn 8s. per day, and at the Crane rate it is well ascertained, that in Custom House hours only, a Master Porter, if he did the work himself, could earn 20s. per day. Is it not time that all our merchants were apprized of this circumstance?

One word also on the rate allowed to the Corn Meter. He is entitled to 1s. 8d. per 100 bushels for the measuring of Grain. He appoints also his deputy, who measures at 6d per 100 bushels; and this man, if active and industrious, can measure 1800 bushels per day, which at 6d. per 100, produces him 9s. and the Head Officer receives the remaining 21s. ! ! How strangely does this old and worthy officer mistake his own interests! He is an officer, I allow, of considerable trust and confidence, as it is only upon his certificate as a *sworn measurer*, that parties at a distance will be satisfied of the correctness of measurement. But what takes place between importers and buyers in our own port? They are satisfied with the measurement of a common porter, who charges so much less; owing therefore to this officer's continuing to exact 1s. 8d. per 100 bushels, he loses the measurement of half the cargoes of grain that are brought into the port! !

I am unwilling, Gentlemen, to overload my remarks with an unnecessary detail of grievances, and I think that my fellow-citizens and yourselves must see that those, which I have already related, are sufficient to shew what are the grounds of complaint against the Wharfage and Cranage rate, &c. collected under this Act; another word therefore upon the OPPRESSIVENESS of the rates would be superfluous, and I gladly escape to the consideration of the next branch of my subject, the PARTIALITY of the rates imposed; I say gladly escape, for believe me, I think so highly of all the Members of your Society as individuals, that in your private station and characters, I would not have attempted to find, I am sure I could not have found, a word of reproach against you. But in your Corporate capacity, I conceive, I have ground of complaint; and my duty to my fellow-citizens, and the support of the cause I have espoused, compel me to proceed.

As to the *partiality*, or perhaps the better term would be *inequality*, of the Cranage Rates, I briefly submit to your notice the following specimens. I could very much have enlarged it, if my present letter had not already assumed more length, than the Editor's columns can I fear allow me.

| | |
|---|---|
| CORDAGE is charged .. .. .. | 10d. per ton. |
| Yet in CABLES, the same article is .. | 2s. 6d. |
| SHOT, in casks or bags, one bag of which when shipped contains only 28lbs. pays | 10d. |
| Yet Paint, in kegs of 28lbs. each, is charged 8d. per score kegs, which is .. .. | 2s. 8d. |
| Shipping Muscovado Sugar, a hhd. of which contains nearly a ton, is charged | 4d. per hhd. |
| But Salt and Saltpetre are charged .. | 8d. per ton. |
| And Rock Salt, which is by far an heavier article, is charged .. .. .. | 10d. |
| Raw Sugars, weighing 17 or 18 cwt. are charged .. .. .. .. | 2d. per hhd. |
| While Refined Sugars, which have received all the skill and well-known advantages of Bristol Sugar Refiners, are charged on casks, not exceeding 9 or 10 cwt.* .. .. .. .. | 5d. per cask |

I could enumerate twenty other articles of equal inequality, but I am sure I have quoted enough for my purpose.

And I will conclude my letters to your Society, which have been drawn from me really with feelings of the greatest respect for you as individuals, as I have before said, with asking you the following questions:

When the Act of 47th Geo. 3d. was obtained, the Wharfage and Cranage Rates being in lease to your society;—what could have been the inducement to the Corporation to apply to Parliament for an increase of these rates?—Again. Your Society at this period had leased the Cranage Rates to a third person. Let me ask you, in what way have the increased rates been accounted for by your Body?—Have they gone towards the augmentation of your own Exchequer, or been shared equally between the Common Council and yourselves?

I am, perhaps, as Shakespeare says, "a riddling merchant for the nonce"—and "venture madly on a desperate mart." But I am embarked in a noble cause, and will stand "the hazard of the die! !"

Respectfully, farewell,

COSMO.

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## LETTER XVII.

*(February 8th, 1823).*

## TO THE BRISTOL DOCK COMPANY.

GENTLEMEN,

I am rejoiced to escape from Mayor's Dues, Town Dues, Wharfage and Cranage Rates, &c. to refresh myself with the contemplation and discussion of a subject on which I can dilate with sentiments of pride and pleasure; for though I shall have occasion to differ with your Board of Directors on several branches of their proceedings, and the erroneous policy which I think they are in many instances pursuing, yet upon the whole I can confidently assert, that your Body is justly entitled to the thanks, and gratitude of my fellow citizens, for the improvements that you have effected in the harbour of Bristol, and which must ever continue a monument of your spirit, enterprize and liberality; a testimony also, that you are totally

* It is a well-known fact, that Bristol Refined Sugars are of more repute on the Continent than any other of English manufacture. A cargo arriving at Hambro' is immediately sent into the interior of Germany, &c. without *unpacking*, owing to our superior mode of exportation, &c.; and this, added to its better quality, always procures the commodity a ready market. But how would the consumption be increased, if our Town Dues and Wharfage Dues, &c. were lessened?

undeserving of the popular clamour, which at times is raised against you; and that you are a Company much more "sinned against than sinning." I am not one of your Body; my commendations therefore may, I trust, be considered as disinterested and impartial; and as no publication, since the opening of your grand undertaking, has put upon record any continuous historical detail of its origin, progress, and completion, I claim permission, as an humble admirer of the skill which was exerted in its formation, and of the measures in which you have persevered to bring it into its present state, to describe some of the difficulties with which you had to contend, and the advantages which our City now derives from your having surmounted them. In situation, there is no port in the kingdom that possesses superior advantages to BRISTOL. Nature has been most bountiful in all that renders it the entrepôt of commerce and manufactures. Its ready inland communication with the flourishing manufacturing counties of Gloucester, Wilts, and Berks, as well as with Warwick, Stafford and Salop; its contiguity also to the rich and fertile counties of Somerset and Devon, aided by its beautiful estuary of the Avon into the Severn, by which it can immediately command not only the line of the whole of South Wales, but unite itself in close intercourse with the Northern and Southern Coasts of Ireland; its easy access likewise into the Great Atlantic, have at all times rendered BRISTOL a City of first-rate importance; and nothing was wanting to make its Port the most complete in the kingdom, but the Floating Harbour and Docks now completed, and which for their ready access and commodiousness are doubtless not exceeded by those of London or Liverpool.

It was, I believe, in the year 1765, that the celebrated Mr. SMEATON first proposed to the Citizens of Bristol, a Plan for walling or banking up the River Frome at its junction with the Avon; to make a canal 100 feet wide, and drop the tail of it into the Avon at the bottom of Canons' Marsh, through a basin capable of containing eight ships, with sea and land gates. The canal to afford births also for 24 ships; and to be widened if more room was thought necessary. This plan was soon abandoned from its insufficiency to accommodate the then trade of the port, and from its offering no remedy for the inconvenience sustained by the shipping at neap tides. The estimate of expence was £25,000 exclusive of compensation for lands, and damages to Bridewell Mill and Toms's Dock.

In 1767, a second Plan was proposed by a Mr. CHAMPION, to dam up the Avon at Redcliff in various ways, the expence of which he estimated at from £30 to £37,000. A Mr. MILNE also proposed a similar scheme estimated at from £55 to £65,000. There were various objections to these plans, such as the counter current below the dam, the injury that might be apprehended at the breaking up of a frost, and the uncertainty of ships being able to get out and in.

In 1791, a third Plan was projected in the public prints, by the Rev. Mr. MILTON, then residing amongst us, somewhat indeed approaching to that which has been adopted, but from the crude state in which it was brought forward unaccompanied with any estimate of the expence, it soon fell to the ground.

Another Plan was submitted to the Citizens in 1800, by which it was proposed,

1st. To cut a new course for the River Avon;

2ndly. To form an entrance basin and canal in Rownham Meads, to cover six acres of ground;

3rdly. To make a dam and road across the Avon near the Redcliff, to keep up the water in that River;

4thly. To make an earth dam across the Avon at Canons' Marsh;

5thly. To construct a floating dock and quays in Canons' Marsh to cover nine acres;

6thly. To erect double gates at the entrance into the new docks at Canons' Marsh;

7thly. To make an over-fall dam, and build a bridge across the mouth of the Frome; and

8thly. To form an auxiliary lock for vessels passing through. The part of the Avon, for keeping vessels afloat, it was calculated would cover about 22 acres; the River Frome about six. The expence was estimated at from £350 to £400,000; the interest to be defrayed by a tonnage on vessels and a rate of 6d. in the pound upon houses.

This Plan met with very general approbation, but was ultimately superseded by that which is now carried into effect, with the addition of a bridge at the end of Prince's Street. The original estimate for this scheme was £300,000, the interest, &c. to be defrayed by a tonnage on shipping; a rate on goods imported; 6d. in the pound on houses; a tonnage on the canal and feeders; and annual licences on craft. But by sundry alterations in the plan, unexpected indemnifications, extravagant valuations of land and premises, unforeseen and unmerited opposition in Parliament, &c. the ultimate cost of the work was increased to £620,000, the additional interest of which was to be provided for by an increased rate on goods.

By the Plan at last adopted, all the objections to those preceding it were obviated. An harbour has been formed sufficient for the accommodation of double the trade of our port; and vessels are enabled to enter or leave it at any tide in the year, wind and weather permitting. The freshes in the Avon are passed over the dams, with such part of the water as is not requisite to pass through the float; whilst in dry seasons all the water in the Avon may be brought into the float through the feeder. In winter the ice does not form any obstructions; as that, which is brought up the Avon by the tide, is stopped at the dam at Rownham; and that within the float MIGHT BE easily BROKEN. (This I must incidentally remark was not sufficiently attended to during the frost, which has occurred for the last three weeks.) The market boats and trows can now reach their births nearly as early as before the float was constructed; and vessels of larger burthen, instead of being as formerly obliged at neap tides, and for three or four days before or after, to lie indiscriminately in the mud at the risk of upsetting or breaking their backs, and receiving other great damage, are now constantly afloat. Ships of every description are also brought nearer upon a level with the shore to land their merchandize; and trows can make three voyages, where originally they made but two.

The Act of Parliament for the carrying into effect this extensive improvement and accommodation was introduced with the *concurrence* and *approbation* of the *City Corporation* and the *Merchants' Society*, and obtained the Royal Assent in the year 1802. £250,000 was the Capital to be subscribed, with liberty to borrow 50,000 more. By an Act of 40th Geo. 3d (1806) your Company was a second time before Parliament, and by this Act the power and provisions of the first Act were extended, and you were authorized to encrease your shares £35 per cent. In 1807, your Company it seems was under the necessity of again applying to Parliament, to enable them to encrease their Capital; and it was at this period that they met with much of that opposition, and other untoward circumstances, which so materially and unexpectedly tended to add to their expenditure. There is, I believe, no doubt that the first application to Parliament was accelerated by the approval of the scheme by the City Corporation and the Merchants' Society, aided also by an engagement from the former that the interest of the £50,000, which it was proposed to borrow, should be *guaranteed by the Estates of the Corporation*, WHICH ENGAGEMENT THE CORPORATION REFUSED TO FULFIL ! ! The first Bill, which was this year, (1807) introduced, was to authorize your Company to



"Transport *counts*—use Bristol Lines."

raise a further sum of £124,000, but when it was in Committee before the House of Commons, it was stopped by a dissolution of Parliament. Upon the re-assembling of the new Parliament, the Bill was again introduced, and it being the opinion of some very experienced Members that the House would discountenance any opposition if attempted, till the Bill had reached the Committee, where it rested when the late Parliament was dissolved, the Directors of your Company were restrained by respect from troubling the Members, as they presumed unnecessarily. An opposition altogether unexpected, did, however, take place; was entertained by the House; and this Bill was consequently lost. In the latter part of the same year, 1807, another Bill was brought forward, *the Corporation* having assented to the arrangement then proposed by your Company; but a few of the Merchants and Traders still continued to oppose the measure. This Bill was however eventually carried, after considerable expence had been incurred, and by it a sum not exceeding £180,000, was authorised to be raised on promissory notes of your Company. And you were empowered to levy additional rates on the tonnage of vessels coming coastways, and also to increase the rate on foreign merchandise.

By an Act of the next Session 49th George 3rd, you were authorised to raise £100,000 more for the completion of the works, by loan, or promissory notes. And this sum, as well as the former £180,000, both principal and interest, are to have the preference in payment to the original Proprietors' shares of £135 each. These sums were raised by calls upon the proprietors of stock, or shares in the undertaking, amounting to £121 8s. 9½d. each. This is I believe a short history of your Parliamentary proceedings, except as relates to a Bill passed during last Sessions 3rd Geo. 4th, to alter, amend and explain the former Acts, and especially to consolidate your promissory notes into one gross sum of £121 8s. 9½d. each; and to remedy some inconvenience and prejudice, which had arisen to the holders of original shares, by the creation and calling in of these promissory notes.

COSMO.

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## UNITED STATES OF AMERICA.

### Marking of Imported Goods.

The Board of Trade have received copy of a Customs Circular issued by the United States Treasury Department on 4th October, relating to the marking of imported goods.

Section 304 (a) of the new United States Tariff Act provides that every article imported into the United States which is capable of being marked, stamped, branded or labelled, without injury, at the time of its manufacture or production, must be so marked, branded, etc., in legible English words in such a manner as to indicate its origin. Goods not so marked, etc., at the time of importation may be marked after arrival, while under Customs supervision, and allowed to be delivered, subject to the payment of an additional duty of 10 per cent. *ad valorem.*

Certain paragraphs of the Tariff, however, contain special "marking" provisions which prohibit absolutely the importation of the goods specified therein unless they are marked in the prescribed manner *when imported.*

The Circular points out that the entry of such goods is prohibited unless they are legally marked at the time of importation, and the absence of such marking necessarily involves the export of the goods. The 10 per cent. duty prescribed in Section 304 (a) has, therefore, no possible application to goods covered by the Tariff paragraphs in question, and Customs officers are therefore instructed to require the exportation of the articles covered by such paragraphs which are not marked, when imported, in conformity thereto.

The paragraphs of the Tariff containing special "marking" provisions and the goods covered thereby are as follows:—

354 (penknives, pocket knives, clasp knives, etc.); 355 (table, butchers', carving, etc., knives); 357 (nail, barbers' and animal clippers, pruning and sheep shears, etc.); 358 (safety razors, etc.); 359 (surgical instruments); 360 (philosophical, scientific and laboratory instruments, etc.); 361 (pliers, pincers, etc.); 367-8 (watches and clocks and movements); and 1455 (thermostatic bottles, carafes, jars, etc.).

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## UNION OF SOUTH AFRICA.

### Revised Forms of Certificate of Origin and Value and Invoice.

The "Union of South Africa Government Gazette" of 3rd November contains a Government notice dated 30th October introducing, as from 1st January, 1923, revised forms of certificate of value and invoice to be used in connection with the importation of goods into the Union and a revised form of certificate of origin to be used when rebates of Customs duties are claimed in respect of goods grown, produced, or manufactured in the United Kingdom.

The new forms are identical with those recommended for adoption by the Imperial Customs Conference, 1921, the complete text of which was printed in the "Board of Trade Journal" for 10th August last.

In this connection it should be noted that the Board of Trade have received, through the Colonial Office, copy of a telegram from the Governor-General of the Union, stating that the revised forms of certificate and invoice will be accepted in respect of goods arriving in South Africa before 1st January next, but that the Union Customs authorities will not insist on their production in the case of goods shipped before 1st January which arrive in the Union after that date.

The notice adds that only the following short form of certificate of origin will be required in the case of postal packages not exceeding £10 in value, if the contents of such packages are not merchandise for sale:—

> "The contents of this package are not merchandise for sale, and every article herein to the extent of at least one-fourth of its present value is *bona fide* the produce or manufacture of.....
> Dated at.....this....day of.....19...."

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## AN AIR TAXI.

A three-seater aerial taxiplane is one of the latest developments in the aircraft world and it has the advantage of being cheaper than the ordinary taxi, for the running cost is placed under a penny per mile per passenger. It has a special interest to members of the Bristol Chamber of Commerce, for it is the product of the Bristol Aeroplane Co., Ltd., whose "Bristol Fighter" was of such service in the war.

The machine has a speed of about 80 miles per hour, and the Lucifer engine with which it is fitted is the only low-powered engine which has passed the Air Ministry type tests.

It would seem that the time is not far distant when enterprising busy commercial men will keep their air-taxi in much the same way as they have at present their motor-car.

The machine is a bi-plane.

## Editorial Notices.

*The Bath Chamber of Commerce accepts no responsibility for the opinions expressed in articles and letters appearing in this Journal. Official information and Reports of Meetings, etc., are prepared with as much care as possible, but the Chamber accepts no responsibility for any error.*

*The Editor will be pleased to consider short articles or letters on subjects of general trade and industrial interest, and insert them, if possible.*

*Inquiries for advertisement spaces should be addressed to the Bath Chamber of Commerce.*

## Chamber Notices.

*Offices :*—22 *Milsom Street, Bath.*

*Office Hours :*—9.30 *to* 5 *p.m.* (*Saturdays*, 9 *a.m. to* 12 *noon*).

*Telephone :*—876 *Bath.*

*The Chamber issues Certificates of Origin for all countries where required. Also Identity Certificates and Certificates for Export of Samples.*

*Members desiring information on any commercial matter are invited to communicate with the Secretary.*

*Disputes and differences arising out of commercial transactions may be referred to arbitration under the arbitration rules of the Chamber.*

## Membership.

*The Secretary will be pleased to furnish particulars on application.*

## Meetings.

*In addition to the Annual General Meeting in January, General Meetings of the Chamber are held in February, March, April, May, June, September, October, November and December.*

## General Purposes Committee.

*The General Purposes Committee meet on the third Friday in each month or oftener, if necessary, at the Offices of the Chamber, 22 Milsom Street, Bath.*

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## EDITORIAL NOTE.

During 1922 the Bath Chamber of Commerce continued to add to its laurels by the very excellent work it did in assisting the City Council to "boost" the Queen Spa of England, and further the interest of its members from all commercial standpoints.

Its activities will not be allowed to wane in 1923; already several big events are foreshadowed, including a visit of Sir William Joynson-Hicks, M.P., the Parliamentary Secretary to the Overseas Trade Department, who has promised to address the Members at their Annual Dinner, to be held on Tuesday, the 30th January.

Early in March, the second Conference of the West of England Chambers is to take place at Bath, and arrangements are already being made to make the visit of the delegates an interesting and enjoyable one.

## SARAH GRAND.

"A GRACIOUS AND LOVABLE PERSONALITY."

HER CHOICE OF BATH AND BATH'S CHOICE OF HER.

Bath, which one thinks of as belonging to the days of Jane Austen, has struck a violently modern note in appointing Mme. Sarah Grand to be its Mayoress for the coming year (says Katherine Tynan, the well-known novelist, in "The Star.")

I can remember the time when the name of Sarah Grand stood for what was revolutionary feminism in the English novel. "The Heavenly Twins" had an enormous vogue, and a good many Victorian ladies lifted their hands and eyes at the name of Sarah Grand. "The Heavenly Twins" appeared, I think, just before the evil flood of corrupt books and corrupt art, and many forms of corruption flooded the years between 1893 and the end of the century. There was nothing corrupt about Sarah Grand or her books. She suggested what is now an accepted commonplace, that girls should not marry in ignorance. Dear me, how far we have travelled from the 'nineties.

I myself, always a Victorian at heart—let me confess it—looked on Sarah Grand, who was my contemporary, as a strong-minded Amazon. I saw her at public gatherings of one kind or another, but we never touched. After many years, I came to live in Southborough, Tunbridge Wells, perhaps the narrowest place in England. In this backwater, intolerably sluggish for me, I found the ardent feminist, the revolutionary Sarah Grand.

THE WOMAN OF THE WINNING WAY.

She came in one November afternoon between the lights, a tall dark figure. She was wearing something soft and black—coming swiftly, with the softest voice, the softest hands, the sweetest heart. It was like the process known as conversion. There were no stages. As lightning leaps from a cloud, love came. We were going that evening to a big dinner in London, which I remember as one of the most delightful social occasions of my life. It was one of the dinners given by the Syndics of the Cambridge University Press in commemoration of the publication of a great new edition of the "Encyclopædia Britannica" to people more or less well known: and our time with Sarah Grand was necessarily brief, but she had won us. We were less poor that day.

THE VORTEX OF SUFFRAGANISM.

She said that afternoon: "If they knew I was passing by they would pull down the blinds"—"they" being her neighbours in Tunbridge Wells. But, of course, in Tunbridge Wells there were alleviations. She had her little group of lovers: she had devoted friends. One or two writers and ex-London editors had drifted into the backwater. There were revolutionary women, passionate suffragists.

Into the latter vortex was I swept. I even presided over a meeting at which we resolved not to pay our taxes till the vote was given.

HER LOVABLENESS.

Sarah is one of the women who, having won you, keeps you. There are no coldnesses, no wearinesses possible in loving her. I have not seen Sarah Grand for eleven years, but her touch with me is as fresh and warm as though I saw her only yesterday.

I envy the burgesses of Bath. Odd that Bath, after Tunbridge Wells, should house her. Yet the good citizens of Bath have justified her choice. The Mayoress of Bath for 1923 will be one of the most gracious and lovable personalities that ever figured in municipal life.



"Transport *counts*—use Bristol Lines."

# MRS. SIDDONS AND BATH.

By Belville S. Penley
(*Author of "The Bath Stage"*).

Of Bath's many brilliant associations with the social life of the eighteenth century there are few more interesting than the position which its theatre occupied in relation to the English stage. From 1750 onwards, mainly owing to the enlightened management of John Palmer, it became an institution of more than local interest. Practically every actor and actress of outstanding merit appeared here, but what is more important, it was for many the stepping-stone to London, so that it became known as the nursery of the English stage. Some, like Henderson, considered the greatest actor of his day after Garrick, made their debut here; others, in whom Palmer in his constant search for recruits for his company had discovered possibilities, made their reputation in Bath and it was the applause of Bath audiences which unlocked for them the jealously guarded door of the metropolitan stage. Such was the case with Mrs. Siddons, who rejected by London, found her opportunity in the little theatre in Orchard Street (still existing as a Masonic Hall), of maturing her genius, confounding her critics, and establishing so commanding a position that her name lives to this day as the greatest tragic actress the English stage ever produced. It is a proud boast, or rather it is more than that, for boasts are often empty, while this is legitimate pride.

## Early Life.

It is not the purpose here to deal in any detail with the career of Mrs. Siddons, but only with that portion of it which is associated with Bath. To fully appreciate what she accomplished here, however, it is necessary very briefly to refer to her early years. Although accustomed to call herself a "child of Bath," she was, of course, speaking figuratively, her birth-place being Brecon, in South Wales. Born in 1755, in a public-house, she was the daughter of Roger Kemble, a strolling player and manager of an itinerant company, and so strong was the dramatic instinct in the family that her brothers and sister also became well-known players, and all appeared in Bath at some time or other, though the city could make no claim upon them as "children." Notwithstanding the almost nomadic life of the family, Sarah Siddons (she was named after her mother), appears to have received quite a good education. As a mere child she appeared on the stage. While in her 'teens she became attached to William Siddons, an actor in her father's company, but the attachment was not favoured by her parents, Siddons was dismissed, and she was sent as a lady's maid to Guy's Cliffe, near Warwick. Nothing so romantic as an elopement followed, but the opposition to the union was withdrawn and the marriage took place at Coventry in 1773, following which she and her husband appeared in several towns, mostly in the North, though it was while playing at Cheltenham that Garrick received a good report of her with the result that she was engaged to appear at Drury Lane at a salary of £5 a week in 1775. Her experience was obviously very limited and it seems somewhat strange that without any preparation in less important parts she should on her first appearance in London have been cast to play Portia to Garrick's "Shylock." The result was distressing. London disapproved, and her services were dispensed with, 1777 finding her back again "on circuit" in the provinces with her husband. Henderson, who saw her at Birmingham, formed a more correct judgment of her talent and strongly recommended her to Palmer, whose company at the moment was complete but who lost no time in securing her services.

## At Bath.

It is well to bear in mind that Mrs. Siddons and her husband joined the company as ordinary members; there was no question of her occupying any special position. True it was known she had appeared at Drury Lane, but we may be sure that it was also known she had been considered a failure there. Bath audiences were largely composed of those attracted here because it was a centre of fashion and they would be well acquainted with doings in the theatrical world, for the theatre in those days occupied a position of importance in the social round to a different and greater degree than it does to-day. And Bath audiences were critical. A player they rejected had small chance of appearing on London boards, just as one they well approved might have every hope of reaching them. Mrs. Siddons, therefore, had to make her name; practically, to put her past aside, to begin again, and win over the audiences who were to decide her career. Her first season left the issue in little doubt. She became a strong favourite and her popularity grew with each succeeding season. What might have been a long apprenticeship for London proved only a short one of four seasons, and then Bath gave to the centre of theatrical life one whose name was destined to remain a brilliant planet of the English stage.

*(To be continued.)*

———:o:———

# TEN COMMANDMENTS OF SALESMANSHIP.

A business man, out of the fund of his long experience with salesmen, gives the following rules for successful salesmanship:

1. Be agreeable. Give me the impression of a gentleman—honest, square, good-natured and anxious to please.

2. Know your goods. Put in your spare time making yourself an encyclopædia of information about what you have to sell.

3. Don't argue. Go with me in your talk; not against me.

4. Make things plain. Don't try to impress me by airing your technical knowledge.

5. Tell the truth. Don't try to sell goods that need lying about, directly or indirectly.

6. Be dependable. If you promise to deliver a parcel before 5 p.m., be sure it is delivered not later than 4.59 p.m.

7. Remember names and faces. No man likes to be forgotten, or to have you ask him what his name is.

8. Don't be egotistic. Eliminate the pronoun "I" as much as possible from your sales talk.

9. Be optimistic. Radiate prosperity. Feel prosperous. It's catching.

10. Be human. I buy, as a rule, from the salesman I like.—Graphica.

*"Winnipeg Community Builder."*

## Chamber and other Notices.

*Office :*—52 *Fore Street.*

*Office Hours :*—10 *a.m. to* 5 *p.m. Wednesdays to* 1 *p.m.*

*Telephone :*—115.

*Commercial Publications :—Books of Reference, Board of Trade and Consular Reports, etc., are at the service of the members and may be seen at the Secretary's Office.*

*The Secretary will be pleased to answer Railway, Postal, Fiscal and other enquiries on commercial matters, or will obtain special information from Government Departments, Consuls abroad, etc.*

*The Commercial interests and prosperity of Trowbridge and district are the Chamber's chief concern.*

*The Chamber issues Certificates of Origin for all countries where required.*

*Meetings :—The Council meets at the Town Hall, on the last Monday in each month. The Chamber meets quarterly, notice of which is sent to members.*

———:o:———

## WEST OF ENGLAND CONFERENCE.

Preliminary arrangements are being made for the holding of a Second West of England Chambers of Commerce Conference.

The first of these gatherings was held in Bristol on January 25th, 1922, and proved so useful and successful that it was decided to inaugurate a regular Conference. The opportunity thereby afforded for an interchange of thought and opinion between the Chambers of the West should prove a valuable asset, for they have much in common.

Bath has given an invitation to the Conference to meet in that City in the early part of March. This has been cordially accepted, and arrangements are being made to make the Conference worthy of the "Queen of Spas."

———:o:———

## ASSOCIATION OF BRITISH CHAMBERS OF COMMERCE.

Members will be interested in the following correspondence that has passed between the Associated Chambers and the Railway Clearing House :—

14 Queen Anne's Gate, S.W. 1.,
*27th December*, 1922.

Dear Sir,

TRADERS' SEASON TICKETS.

I am directed to inform you that at their last meeting the Transport Sub-Committee of this Association had under consideration the question of the charges and conditions in connection with the issue of Traders' Season Tickets.

The Sub-Committee are of opinion that it would be in the interests both of the traders and of the Railway Companies that the minimum distance should be reduced from 40 miles to 30 miles in accordance with pre-war practice, as a modification in this direction would be of material assistance at the present time in connection with the re-establishing of old connections and the obtaining of new business.

I am to express the hope that this question may receive the favourable consideration of the General Managers' Conference at their next meeting.

Yours faithfully,
R. B. DUNWOODY,
*Secretary.*

P. H. Price, Esq.,
Railway Clearing House,
Seymour Street, N.W.

———

Railway Clearing House,
London, N.W. 1,
*29th December*, 1922.

Dear Sir,

TRADERS' SEASON TICKETS.

Referring to your letter of 27th instant :—The Railway Companies have already had the point you mention under their consideration and I have pleasure in informing you that they have agreed, as from 1st January, 1923, to reduce the minimum distance for which Traders' Season Tickets are issued from 40 to 30 miles.

Yours truly,
P. H. PRICE.

R. B. Dunwoody, Esq.,
Association of British Chambers of Commerce.

———:o:———

## GOODS POSTED TO DENMARK.

The Commercial Secretary to H.M. Legation at Copenhagen has forwarded translation of a Danish Customs Notice, which lays down the treatment to be applied after 1st January, 1923, to goods sent by post and subject to *ad valorem* duties. The Notice provides that the addressee must, before the arrival of the goods, be in possession of the original and duplicate invoices, signed by the seller. On the duplicate invoice the addressee must declare the correctness of the invoice, accepting responsibility for any false declaration, and must forward the invoice, without any other indorsement, to the Customs Post Bureau.

———:o:———

## GOODS SENT TO ARGENTINA BY LETTER POST.

The attention of the Board of Trade has been called to a recent case in which a fine, equal to twice the amount of the Customs duty leviable, was imposed by the Argentine authorities in respect of certain goods sent from this country to Argentina by registered letter post.

H.M. Minister at Buenos Aires points out in this connection that the Argentine Customs Regulations strictly forbid the dispatch to Argentina of goods liable to import duty by registered letter post, except on compliance with the prescribed formalities. Goods forwarded in this manner are liable to be confiscated or are subject to a double duty, except in cases where previous notice has been given to the Argentine Customs authorities stating that certain goods (as described) are arriving by registered post by a certain steamer or the approximate date when the goods are expected to arrive, and requesting the Customs authorities to fix the amount of duty to be paid.

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*Let Mahomet Come to the Mountain.*

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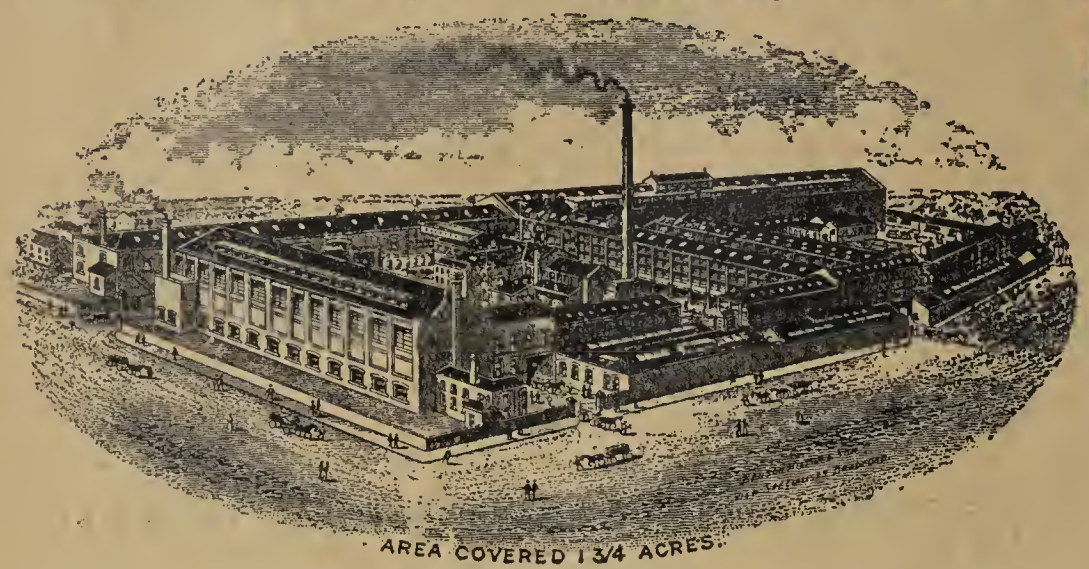
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**Blue** and **Buff** Bricks for Facing and Paving.

Brindle and Red **Vitrified** Bricks for Engineering, Hydraulic and Acid Works. Crushing weight over 600 tons per square ft.

**9″, 6″** and **4″ Red Flooring Quarries** and **Adamantine Tiles,** of exceptional colour and quality.

**Fire Bricks and Clay, Boiler Seatings, Flue Covers, Slabs, etc. etc.**

*Analysis of Fireclay.*

| | | |
|---|---|---|
| Silica ($SiO_2$) | 60.54 | per cent. |
| Titanic Oxide ($TiO_2$) | 1.39 | ,, |
| Alumina ($Al_2O_3$) | 20.35 | ,, |
| Ferric Oxide ($Fe_2O_3$) | 5.00 | ,, |
| Magnesia (MgO) | 0.72 | ,, |
| Lime (CaO) | 0.44 | ,, |
| Potash ($K_2O$) | 1.66 | ,, |
| Soda ($Na_2O$) | 0.52 | ,, |
| Loss when calcined over 109° C. | 8.90 | ,, |
| | 99.52 | |

# G. W. R.

The

# Great Western Railway

affords direct communication for the conveyance of passengers and merchandise between Bristol City, Bristol Docks, Avonmouth Docks, Portishead Docks, and all parts of England, Scotland, Wales, Ireland and the Continent.

## G.W.R. FACILITIES AT BRISTOL.

The train services are unequalled, the Corridor Restaurant Car Expresses providing all that can be desired in the way of convenience, comfort and speed.

Excellent and frequent services are provided, LONDON being reached in 2 hours, BIRMINGHAM via the direct Cheltenham and Stratford route in 2¼ hours, CARDIFF in 1¼ hours, and PLYMOUTH in 3 hours.

Express Trains are also run to LIVERPOOL, MANCHESTER, LANCASHIRE AND YORKSHIRE DISTRICTS and SCOTLAND by the direct route via Severn Tunnel and Crewe, and to SOUTH COAST PORTS via Salisbury.

## "OCEAN" EXPRESSES.

The Great Western "Ocean" Expresses add greatly to the natural advantages of the Port. They run alongside the Liners at Avonmouth, and passengers by the Transatlantic steamers will find their every convenience studied.

## SERVICES TO AND FROM IRELAND.

Bristol and its environs communicate with Ireland by the direct "short-sea" route via Fishguard, G.W.R. This is the shortest sea passage, and the magnificent turbine steamers sail daily, in each direction, the crossing occupying three and a quarter hours. A service is also afforded between Fishguard and Waterford, sailing from Fishguard on Mondays, Wednesdays, and Fridays, and from Waterford on Tuesdays, Thursdays and Saturdays.

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No other line provides such a choice for the holiday maker. The Great Western territory embraces every variety of climate, from the balmy air of the Cornish Riviera and the Channel Islands to the cool and bracing atmosphere of North Devon and the Cambrian Coast.

The beauty spots of "Glorious Devon" and its moorlands; the rugged grandeur of Wales; the charming scenery and wonderful flora of Jersey and Guernsey; the famous spas of Bath, Cheltenham, Leamington, Malvern and Droitwich; the historical associations of Shakespeareland and the ancient Cathedral Cities; the beautiful silver reaches of the Thames, the Severn, the Wye, the Dart and the Fal, need no recommendation to those who have once come under their spell of fascination.

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Excursion trains, at cheap fares, are frequently running by G.W.R. from Bristol to London and other large centres; also to places of interest in the surrounding neighbourhood. PLEASURE PARTIES are specially catered for.

## FAST FREIGHT TRAINS.

Bristol's service of Goods or Freight Expresses by G.W.R. ensures that all merchandise entrusted to the Company's care is delivered promptly.

## PARCEL TRAFFIC.

Parcel traffic is another branch of the Great Western service to which special attention is devoted. Parcels are conveyed by fast passenger trains and by special trains run exclusively for this class of traffic, and the service of collection and delivery is provided within the usual limits.

## TRUNK LINES OF G.W.R. IN DIRECT CONNECTION WITH ALL BRISTOL DOCKS.

The Great Western Railway deals with cargo direct to and from ship's side at Bristol City Docks; also to and from ship's side at Avonmouth and Portishead Docks over the Bristol Docks Committee's Rails.

## SITES FOR WORKS.

A valuable service is rendered to manufacturers by the Great Western Railway in connection with sites for Works adjoining the line. A register of sites is kept by the Chief Goods Manager at Paddington Station, which traders would do well to consult. Every effort is made to render this register as complete and up-to-date as possible, and owners of land and estate agents are invited to co-operate in this task by sending particulars of suitable sites.

**FOR FULL INFORMATION APPLY—**

**To the Company's Bristol Representatives:**

**Passenger or Parcel Services:**
**The Divisional Superintendent, G.W.R., Temple Meads Station, Bristol.**

**Freight Services:**
**The District Goods Manager, G.W.R., Temple Meads Station, Bristol.**

**Paddington Station,**
**London, W.2.**

**FELIX J. C. POLE,**
General Manager.

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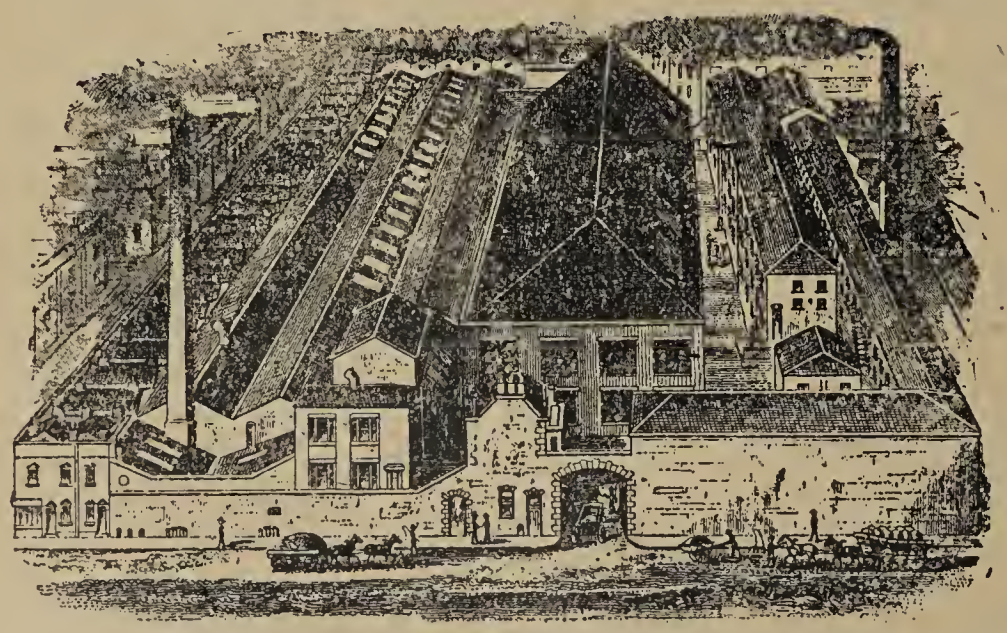
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Ammonia Alkali.
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,, Muriate.
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(large and small crystals)
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,, Soda.
Chlorates of Potash & Soda.
Chloride of Magnesium.
Chloroform.
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Chlorsulphonic Acid.
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Formic Acid.
Hydrochloric Acid.
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Salammoniac.
Salicylic Acid.
Soda Crystals.
Sodium Hyposulphite.
,, Sulphite.
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BRISTOL BATH TROWBRIDGE

# CLASSIFIED TRADE INDEX

The following are Code abbreviations:—

4th Ed.—A B C (4th Edition). 5th Ed.—A B C (5th Edition). B.—Bentley's. E.—Engineering. L.—Lieber's. M.I.—Marconi International. P.—Private. W.U.—Western Union.

## ADVERTISING.

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**Bristol Aeroplane Co., Ltd.,** Designers and Constructors of the Highest Quality Aircraft for all Commercial, Sporting and Military Purposes, and of the "Bristol" Radial Air-cooled Aero Engines, Filton, Bristol. Telegrams. "Aviation, Filton." Codes A.1, A.B.C., B., and W.U. Telephone No. 3906 (P.B.E.) Bristol. Advt. page v.

## BOOT PROTECTORS

**John Giles & Sons, Ltd.,** Manufacturers of the "Giles" Boot Protector, Bedminster, Bristol. Telegrams, "Giles, Bristol." Code: 5th Ed. Telephone No.: 4703, 4704 Bristol. Advt. page xxvii.

## BOOT & SHOE MANUFACTURERS.

**Lindrea & Co., Ltd.,** Exporters of Sole and Upper Leather, Boots and Shoes, Shoe Mercery and Grindery, etc., Bristol. Telegrams: "Lindrea, Bristol." Code: 5th and 6th Eds. and Widebrook. Telephone Nos. 3114 and 394, Bristol. Advt. back cover.

## BREWERS' ENGINEERS.

**Wilson & Co., Ltd.,** Brewery and General Engineers, Iron and Brass Founders, Vat and Back Makers Coppersmiths, Welshmill Road, Frome. Tel. Address: "Wilson Frome." Tel. 22. Advt. page vii.

## BRICK MANUFACTURERS.

**Cattybrook Brick Co., Ltd.,** Manufacturers of Light, Dark and Plum Red Facing and Moulded Bricks, Buff and Blue Bricks, Fire Bricks and Clays, Boiler Seatings, Flue Covers, Slabs, etc., Provident Buildings, 15 Clare Street, Bristol. Telegrams: "Cattybrook, Bristol." Telephone No. 54 Bristol. Advt. page xvi

## BUILDING SOCIETY.

**Bristol, West of England and South Wales Permanent Building Society.** Founded in 1850 to afford safe investment, and to lend money on mortgage. Secretary: Richard Lowe, 9–11 St. Stephen's Street, Bristol. Advt. page iv.

## BUILDERS & CONTRACTORS.

**Thomas Weeks & Sons, Ltd.,** Building Contractors to H.M. Office of Works. War Office, and Corporate Bodies, Ashton Gate, Bristol. Telegrams and Telephone No. Bristol 3038. Advt. page xxviii.

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**Carr & Quick, Ltd.,** Makers of "The Wine of Devon," the Cider which stands alone, 15/16 Queen Street, Exeter. Telephone: "Wine, Exeter." Telephone Nos. 598, 599, 600 Exeter.

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## COAL.

**East Bristol Collieries, Ltd.,** Colliery Proprietors, Coal Factors and Merchants Speedwell Road, St. George, Bristol. Telegrams: "Coal, Bristol." Telephone No. 93 Kingswood. Advt. page xxiv.

## COCOA AND CHOCOLATE MANUFACTURERS.

**J. S. Fry & Sons, Ltd.,** Cocoas and Chocolates of World-wide reputation, Bristol. Telegrams "Fry. Bristol." Code: 5th Ed. Telephone No. (Order Dept.) 5620, Bristol. Advt. page xx.

## DAIRY PRODUCE.

**Wilts United Dairies, Ltd.** Dairy Produce, Fancy Provisions, Proprietors "Diploma" Brand Full Cream English Condensed Milk, Trowbridge, Wilts. Telegrams: "Dairy, Trowbridge" Code: P. Telephone No. 106, Trowbridge (3 lines). Advt. page xxiv.

## ENGINEERS.

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**Llewellins & James, Ltd.,** Coppersmiths, Brassfounders, Bellfounders, Manufacturers of Tar Spraying Machines, General and Brewery Engineers, Castle Green, Bristol. Telegrams: "Llewellin James, Bristol." Code: 5th Ed. Telephone 3100 and 3101, Bristol. Advt. page xxvii.

**Huxham & Brown's.** All classes of machinery for Tanners, Curriers and Light Leather Manufacturers, Exeter Telegrams: "Huxhams, Exeter." Telephone No. 105 Exeter. Advt. page xxiv.

## FISH, GAME AND POULTRY MERCHANTS.

**Bigwoods Ltd.,** Fish, Game, Poultry and Ice Merchants, Salmon Factors, 59 Baldwin Street, Bristol, also Wooster Street, Plymouth, and Quay, Brixham. Telegrams: "Bigwoods, Bristol." Telephones: Bristol, 2741; Plymouth, 1185; Brixham, 2.

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**Stephens Bros. & Martin,** Hemp and Flax Line and Tow Spinners, Weavers' Merchants and Manufacturers, St. Philip's Hemp and Flax Mills, Bristol. Telegrams: "Stephens, Bristol." Code: 5th Ed. Telephone No. 1111, Bristol. Advt. page xviii.

## FRUIT MERCHANTS.

**W. H. Eyles & Co.,** Dried, Green and Canned Fruit Merchants, and Importers, Crow Lane, Bristol. Telegrams: "Banana, Bristol." Telephone Nos. 3560 and 3561.

## FRUIT, SYRUP AND CORDIAL MANUFACTURERS.

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**Colston Furniture Co.** "Adapto" Patent Adjustable Chairs and Settees. Old King Street, Bristol. Advt. page iv.

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**Harvey's "BRISTOL MILK" SHERRY.**
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## LEATHERBOARD BOXES.

**Somerset & Dorset Paper Co., Ltd.,** Makers of Leatherboard Boxes for packing everything, Boxall Works, Yeovil. Telegrams: "Boxes, Yeovil." Telephone 100 Yeovil. Advt. page xxiii.

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**Avonside Engine Co., Ltd.,** Bristol. Locomotives any design and gauge. Telegrams. "Loco, Bristol." Code, 5th Ed. Telephone No. 30, Fishponds. Advt. page xxvi.

**Peckett & Sons, Ltd.,** Speciality: Tank Locomotives, standardized and built with all the latest improvements. Atlas Locomotive Works, Bristol. Telegrams: "Peckett, Bristol." Advt. page 4 of cover.

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**Harris & Hasell Ltd.,** West of England Distributors of Motor Cars, Commercial Motors, Tyres, etc., 141 Victoria Street, Bristol. Telegrams: "Ribbed, Bristol." Code: 5th Ed. Telephone No. 5454.

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**James Rudman, Ltd.,** Manufacturers of Paints, Varnishes and Colours, etc., for the Home and Export Trade, Cambrian Colour Works, Bristol. Telegrams: "Rudman, Bristol." Telephone No. 211 Bristol. Advt. page xii.

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**H. H. & S. Budgett & Co., Ltd.,** Wholesale Grocers, Produce Importers and Merchants, Nelson Street, Bristol. Telegrams. "Budgett, Bristol." Codes: 4th and 5th Eds. Telephone No. 1860 (5 lines). Advt. page ii.

**Spear Bros. & Clark, Ltd.,** General Provision and Produce Merchants and Importers, English Cheese Factors, Wiltshire Bacon and Ham Curers and Sausage Manufacturers, 36 Victoria Street, Bristol, and 10 High Street, Bloomsbury, London, W.C. 2. Telephone Nos. 2988 and 4740 Bristol; 1092 City, London; 1313 Bath; 2840 Birmingham. Advt page ix.

**J. B. Williams & Co.,** Provision Importers and Wholesale Grocers, Quay, Gloucester. Telegrams: "Williams, Quay, Gloucester." Code: 5th Ed. Telephone No. 184. Gloucester.

## PUBLISHERS.

**Railway and Shipping Journal Publishing Co.,** Publishers of the Bristol A.B.C. Railway Rates Book. 12 Cherry Street, Birmingham. Advt. page i.

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**Bath & Portland Stone Firms, Ltd.,** Portland Stone and Bath Stone Quarry Owners, Abbey Yard, Bath. Telegrams "Oolite, Bath." Telephone No. 205, Bath. Advt. page vi.

**Elm Park and Corsham Down Bath Stone Co., Ltd.,** Bath Stone Quarry Owners and Exporters of Bath Stone to America, Manvers Street, Bath. Telegrams: 'Quarries, Bath." Code: B. Telephone No. 919, Bath. Advt. page ii.

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**Wm. Butler & Co. (Bristol) Ltd.,** Tar, Rosin and Petroleum Distillers, Oil and Grease Manufacturers, Turpentine, Rosin Importers, St. Philip's, Bristol. Telegrams: "Butler, Bristol." Code: 4th and 5th Eds. Telephone No. 4681, Bristol. (P.B.E.) Advt. page v.

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**Wickham & Norris, Ltd.,** Timber Merchants and Importers, Wapping Dock, Bristol. Telegrams: "Wickham, Bristol." Code: 5th Ed. Telephone No. 3644 (2 lines), Bristol. Advt. page xxiii.

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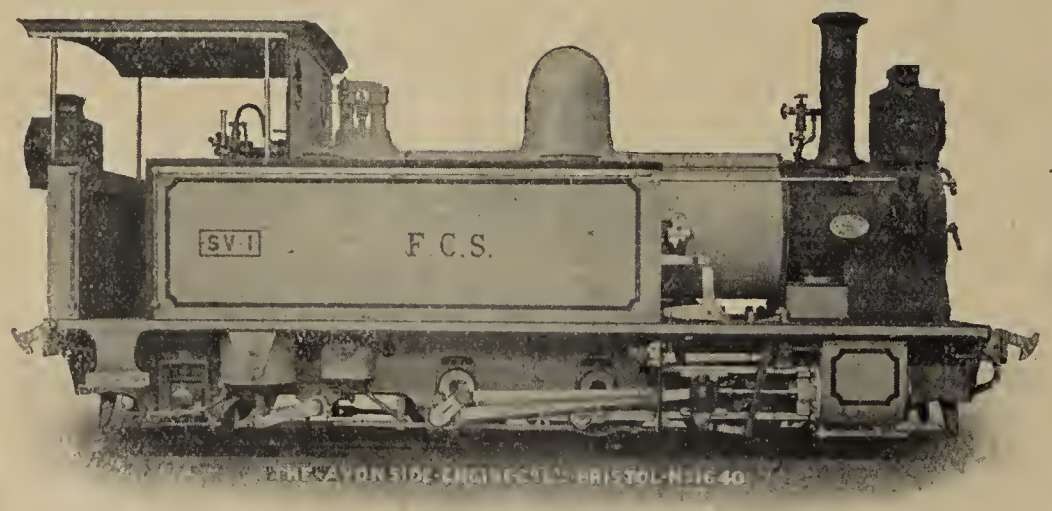
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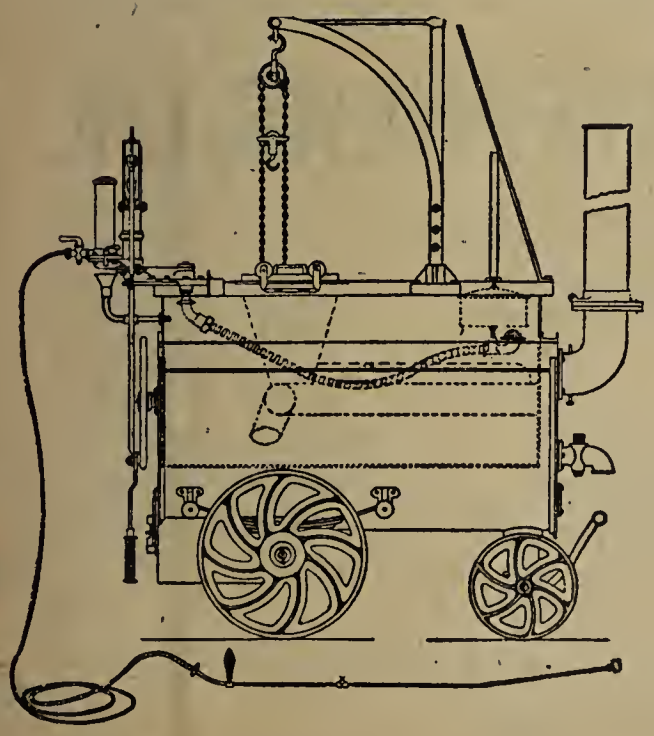
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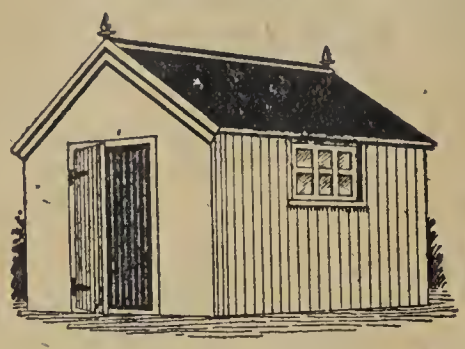
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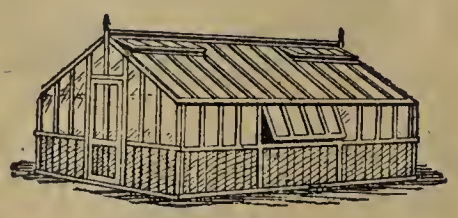
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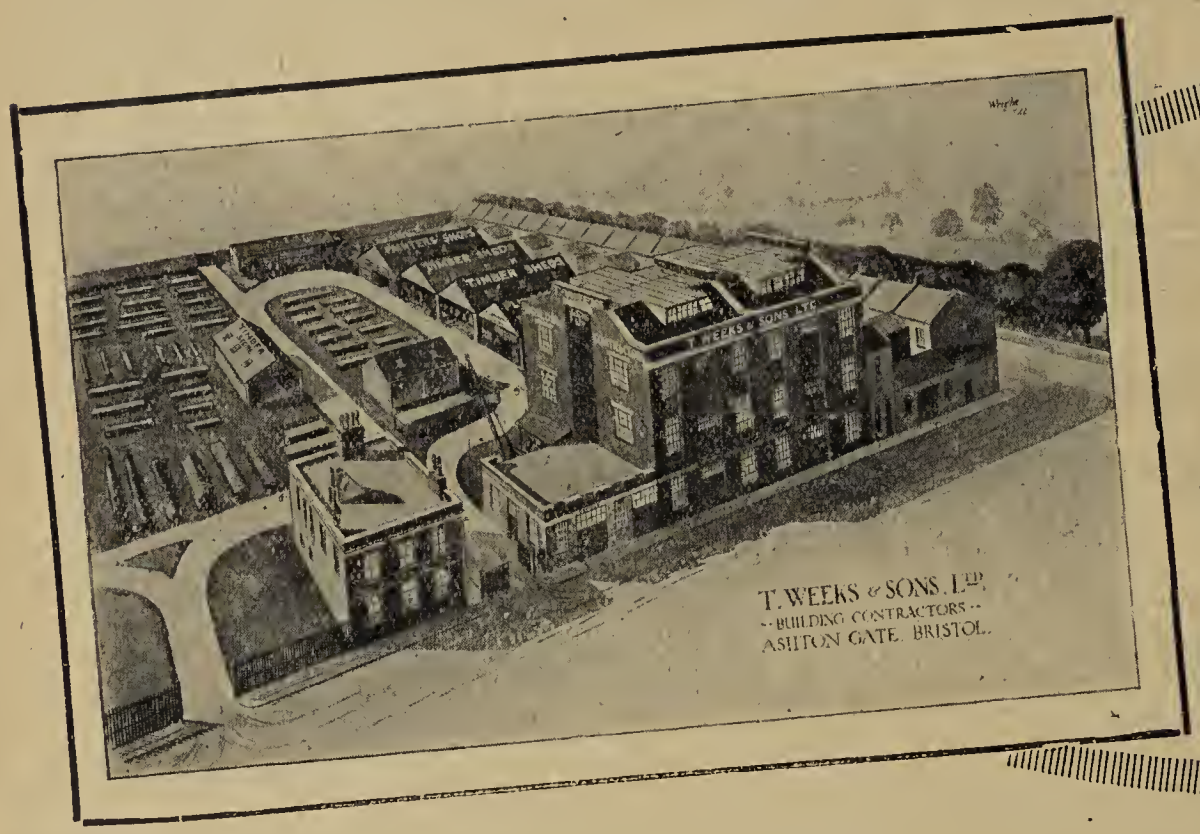
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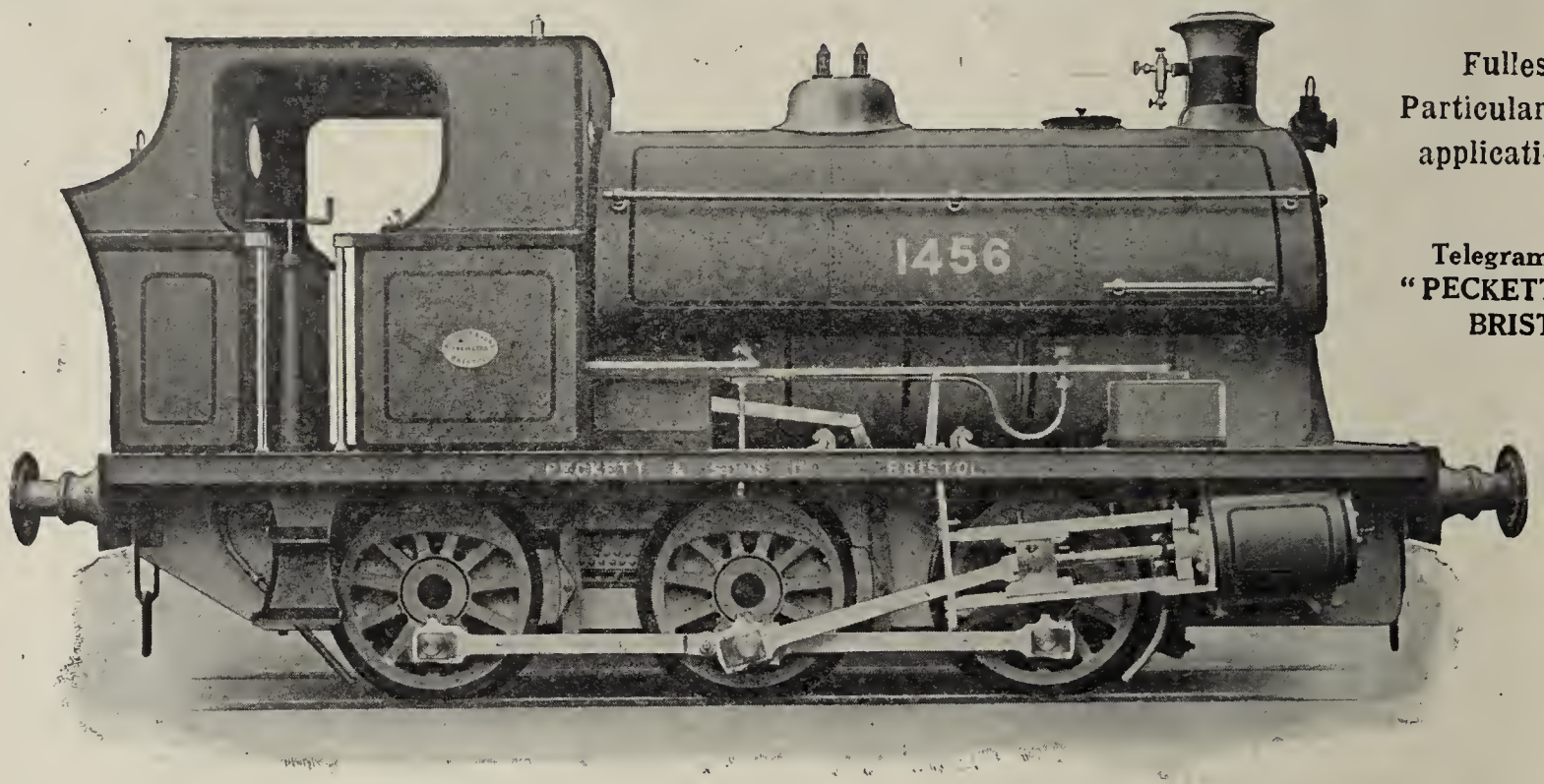
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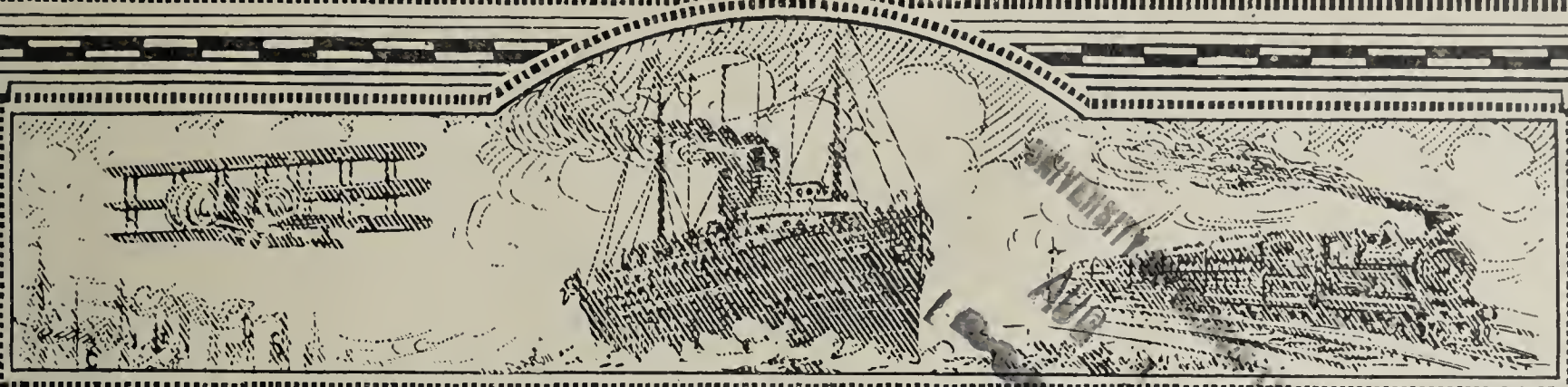
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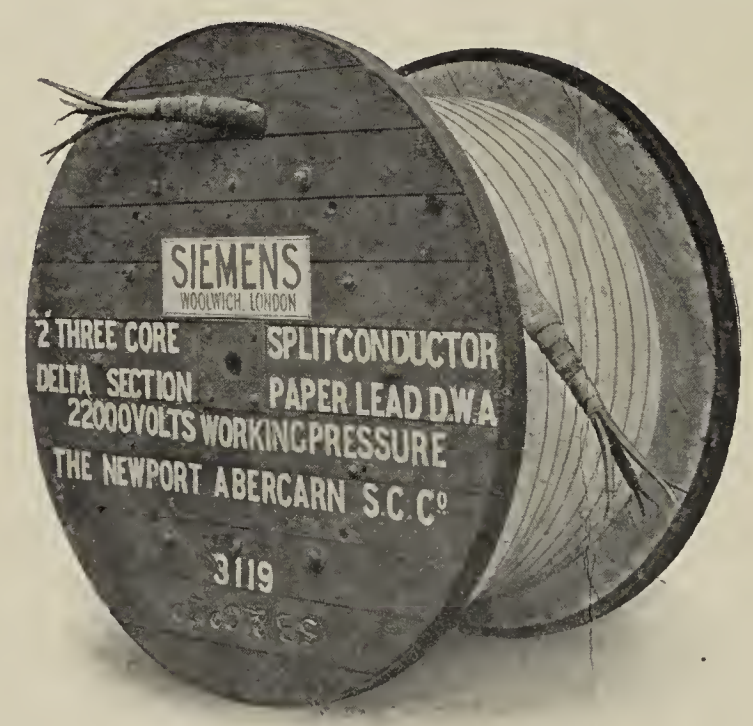
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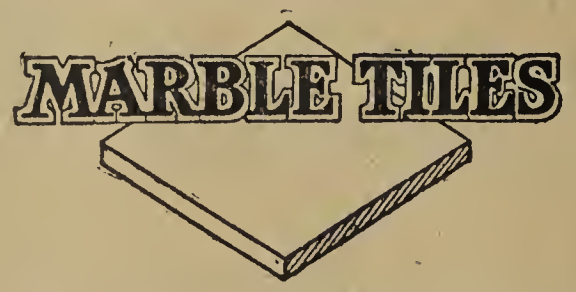
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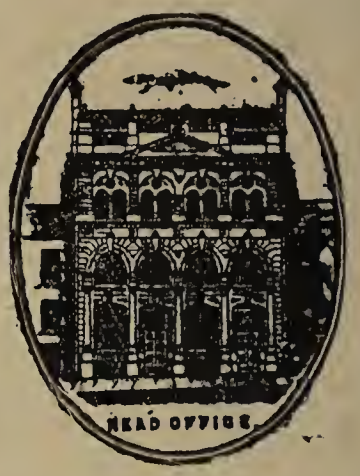
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| Kirkcaldy | Coast | Coast Lines, Ltd. | Bristol 1942 |
| Leghorn | Anglo-Italian | Mark Whitwill & Son | ,, 5610 |
| ,, | Golden Cross | James & Hodder | ,, 5 |
| Leith | Coast | Coast Lines, Ltd. | ,, 1942 |
| Levuka | (*via* Sydney) | Bethell, Gwyn & Co. | ,, 428 |
| Lisbon | Edwards | Turner, Edwards & Co. | ,, 122 |
| Liverpool | Coast | Coast Lines, Ltd. | Bristol 1942 |
| ,, | Gilchrist's RegularTraders | Rob. Gilchrist & Co. | ,, 271 |
| London | Coast | Coast Lines, Ltd. | ,, 1942 |
| Malaga | Golden Cross | James & Hodder | ,, 5 |
| ,, | Edwards | Turner, Edwards & Co. | ,, 122 |
| Manchester | Coast | Coast Lines, Ltd. | ,, 1942 |
| Marseilles | Golden Cross | James & Hodder | ,, 5 |
| ,, | Anglo-Italian | Mark Whitwill & Son | ,, 5610 |
| Mexican Ports | (*via* New York) | Cunard S.S. Co., Ltd. | ,, 4030 |
| ,, ,, | ( ,, ,, ,, ) | Chas. Hill & Sons | ,, 3948 |
| Middlesbrough | Coast | Coast Lines, Ltd. | ,, 1942 |
| Nantes | Hutchison | Turner, Edwards & Co. | ,, 122 |
| Naples | Anglo-Italian | Mark Whitwill & Son | ,, 5610 |
| Newcastle-on-Tyne | Coast | Coast Lines, Ltd. | ,, 1942 |
| New Orleans | Dixie | Chas. Hill & Sons | ,, 3948 |
| Newport, Mon. | Gilchrist's RegularTraders | Rob. Gilchrist & Co. | ,, 271 |
| New York | Bristol City | Chas. Hill & Sons | ,, 3948 |
| ,, ,, | Winchester | James & Hodder | ,, 5 |
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| Norway (East) | Standard | Whitwill, Cole & Co. | ,, 1137 |
| Oporto | Edwards | Turner, Edwards & Co. | ,, 122 |
| Palermo | Anglo-Italian | Mark Whitwill & Son | ,, 5610 |
| Paris | (*via* Rouen) | James & Hodder | ,, 5 |
| Penzance | Coast | Coast Lines, Ltd. | ,, 1942 |
| Philadelphia | Bristol City | Chas. Hill & Sons | ,, 3948 |
| ,, | Cunard | Cunard S.S. Co., Ltd. | ,, 4030 |
| ,, | Baltimore S.S. Co. | F. C. Strick & Co. | ,, 5 |
| Plymouth | Coast | Coast Lines, Ltd. | ,, 1942 |
| Portland, Me. | Dominion | Dominion Line | ,, 1808 |
| Portland, Ore. | Isthmian | Bethell, Gwyn & Co. | ,, 428 |
| Porto Rico | (*via* New York) | Cunard S.S. Co., Ltd. | ,, 4030 |
| ,, ,, | ( ,, ,, ,, ) | Chas. Hill & Sons | ,, 3948 |
| Portsmouth | Coast | Coast Lines, Ltd. | ,, 1942 |
| Portuguese Ports | Edwards | Turner, Edwards & Co. | ,, 122 |
| Rotterdam | Bristol Steam Nav. Co. | Bristol Steam Nav. Co. | ,, 3831 |
| ,, | (*via* Amsterdam) | Turner, Edwards & Co. | ,, 122 |
| Rouen | Worms | James & Hodder | ,, 5 |
| ,, | Hutchison | Turner, Edwards & Co. | ,, 122 |
| San Francisco | Isthmian | Bethell, Gwyn & Co. | ,, 428 |
| Seattle | Isthmian | Bethell, Gwyn & Co. | ,, 428 |
| Sicilian Ports | Anglo-Italian | Mark Whitwill & Son | ,, 5610 |
| South African Ports | (*via* Amsterdam) | Turner, Edwards & Co. | ,, 122 |
| South American Ports | ( ,, ,, ) | Turner, Edwards & Co. | ,, 122 |
| Southampton | Coast | Coast Lines, Ltd. | ,, 1942 |
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| Torquay | Coast | Coast Lines, Ltd. | ,, 1942 |
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| Vancouver | Isthmian | Bethell, Gwyn & Co. | ,, 428 |
| Vera Cruz | (*via* New York) | Chas. Hill & Sons | ,, 3948 |
| Waterford | Waterford | Clyde Shipping Co. | ,, 2422 |
| West Africa | (*via* Amsterdam) | Turner, Edwards & Co. | ,, 122 |
| West Indies | Elders & Fyffes (Jamaica) | Elders & Fyffes, Ltd. | Avonmouth 61 |
| ,, ,, | (*via* Amsterdam) | Turner, Edwards & Co. | Bristol 122 |
| Wexford | Coast | Coast Lines, Ltd. | ,, 1942 |

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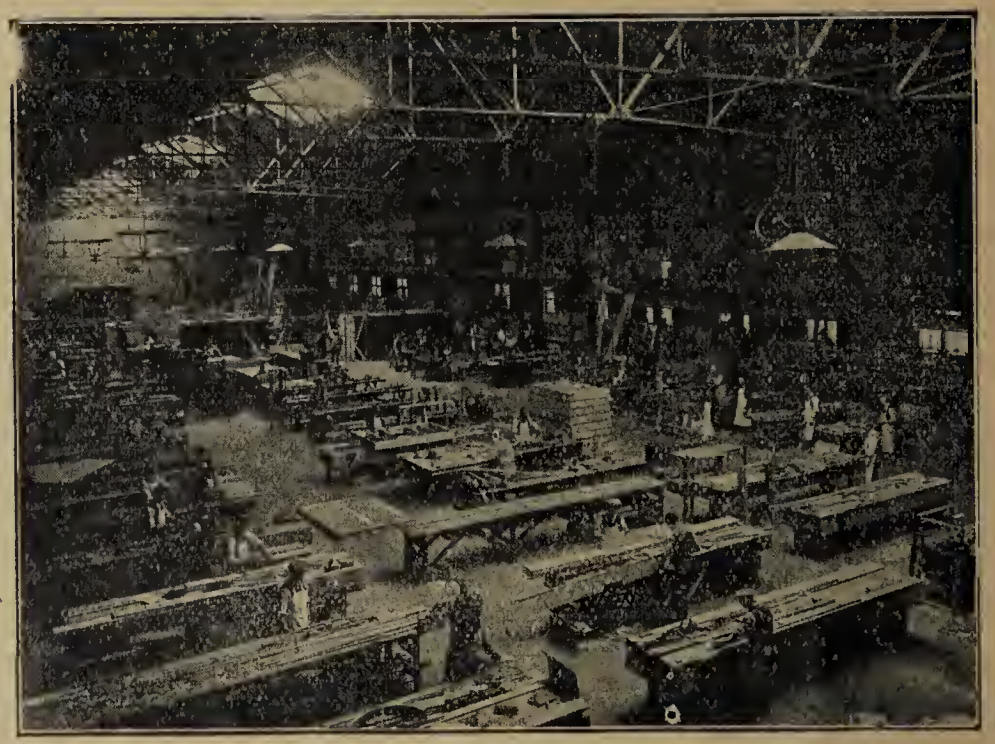
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OF THE

BRISTOL AND WEST OF ENGLAND

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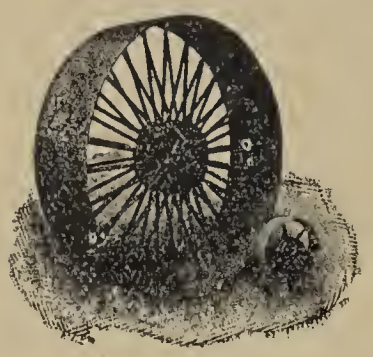
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**It is suggested that after this Journal has been perused, it should be circulated among your staff. The advertising pages as well as the literary matter should be of considerable interest.**

## Editorial Notices.

*The Bristol Incorporated Chamber of Commerce and Shipping accepts no responsibility for the opinions expressed in articles or letters appearing in this Journal.*

*Space is necessarily limited, but the Editors will be pleased to consider short articles or letters on subjects of general mercantile, trade, or industrial interest, and to insert them, if possible.*

*Inquiries for advertisement spaces should be addressed to the Bristol Incorporated Chamber of Commerce and Shipping, the Guildhall, Small Street, Bristol.*

## Chamber Notices.

*Offices:—Chamber of Commerce, Guildhall, Small Street, Bristol.*

*Office Hours:*—9.30 *a.m.* to 5 *p.m.* (*Saturdays*, 9.30 *a.m.* to 12.30 *p.m.*)

*Telephone:—Bristol* 368.

*Telegraphic Address:—"Chamber Commerce, Bristol."*

*Council Meetings are held on the third Wednesday in each month.*

*The Chamber is able to give or to obtain information respecting Railway Rates and Conditions, Tariffs, Customs Regulations, Openings for Trade, appointment of agents abroad, and other commercial matters.*

*Certificates of Origin, etc., may be obtained on application to the Secretary.*

———:o:———

## BRISTOL CHAMBER OF COMMERCE CENTENARY BANQUET.

To celebrate the centenary of the Bristol Chamber of Commerce, which is reached this month, a dinner was held last night (February 7th, 1923) at the Victoria Rooms, Clifton, at which about 300 guests were present. The large salon was decorated with palms and ornamental shrubs and the tables were tastefully adorned with flowers.

The toast list was opened by the President, who proposed "His Majesty the King and the members of the Royal Family."

### The Present Government.

Sir Wm Howell Davies gave "The Imperial Parliament," and said he was proud of the honour of proposing that important toast at that important gathering, which was celebrating the centenary of the Bristol Chamber of Commerce. The fact that the toast was placed second in position to the loyal toast was a sign or an indication, he thought, that the trade and commerce of this country, and so much of it as they had in Bristol, had not been impeded, but helped, by the services of the British Parliament. He would not do as others had sometimes done, make slighting references to Parliament, for having had 17 years' experience in the House of Commons he could say that he loved the place, its historic associations, its comradeship, and the true democratic spirit it gave to every member. (Hear, hear.) Everyone, regardless of rank, had an equal opportunity in the House. The same British spirit prevailed to-day as prevailed in former Houses of Commons. (Applause.) But had they got a great Government to-day? He asked the question sincerely. Was the present Government a great Government? He did not know. It might be. (Laughter.) Were the members of the Government great men? He did not know. (Laughter.) He was not prepared to say, but he would judge the present House of Commons by what it did. (Applause.) What he would say was that it had begun well. (Applause.) He had known the present Chancellor of the Exchequer for many years. He had not regarded him as one of the great men who had filled that honourable position, but he had shown himself in the few short weeks he had filled the office to be full of the highest spirit of British statesmanship in upholding the dignity and honour of this country. (Hear, hear.) The carrying out of his task in America would redound to the honour and would establish the credit of the country. It proved that the old saying that an Englishman's word was his bond was not only true of the individual, but also of the nation. (Applause.) The Bristol Chamber of Commerce was ever keen and alert in following all legislation in its effect upon trade, and the local representatives in Parliament would have many opportunities of spending time in answering the many and varied inquiries which came from the Bristol Chamber. (Laughter and applause.)

### Maintaining Traditions.

Sir W. Beddoe Rees, M.P., first responded. He said that to follow a man of the ability and character of Sir William Howell Davies was no little matter. He was sure the members of the present Houses of Parliament were determined to maintain traditions and do all they could to see that the Government of to-day was carried on in the same spirit that had made the nation great. In the great commonwealth of nations which made up the Empire there were a number of legislative assemblies, and the great British Houses of Parliament were still the centre of that constellation, and they looked to the British Houses of Parliament for inspiration and direction. It had been said that it was harder to get into the House of Commons than to get into Heaven. He was inclined to agree with that so soon after an election. (Laughter.) He believed a country got the Government it deserved, and if that was true the present Government should be perfect. There were two representatives of the city in the Government, and he thought the other three should be there as well. (Laughter.) Then there would be, no doubt, a perfect Government. (Laughter.) The Government of this country was becoming more and more the express image of the nation. The more it became that the more it would be a bulwark against revolution on the one side and a system which was the exact reverse. Sir Beddoe also expressed his pleasure at being in that great gathering, because he also prided himself upon being a business man, being associated with shipping. (Applause.) The British merchant service was a missionary of Empire, because in every port of every land the Union Jack floated from some mast head. (Applause.) He was sure the dark days through which we had been passing were receding into the background. If they could scent the air of spring in British commerce they should remember that summer was fast coming. (Hear, hear.) It was for Parliament to help to foster trade and develop to the utmost resources of this country.

### A New Member's Impressions.

Mr. Harold Morris, K.C., M.P., in his reply, gave a few of his impressions of the House of Commons. They could not, he said, picture the new member's feelings when the large policeman stopped the traffic for him. Nor could he tell them how plumed he felt when the other two policemen sprang to attention and saluted as the new member walked into the House of Commons. He thought he could convey to them something of what he felt when he took the oath, and the Speaker extended to him, not only a friendly grip, but a warm word of welcome and encouragement. He felt that the whole tone of the building he was entering for the first time as a member had something of that welcome which Mr. Whitley had just given to him. (Hear, hear.) There was one party in the House of Commons who already were being impressed by its traditions. That party, with its native, natural, and rugged eloquence, the Labour Party, and those members who came from beyond the Tweed, he was bound to say, had impressed him greatly by their sincerity. The same sincerity was also to be found on the other side of the House. He understood the Chamber of Commerce might call upon its local members to do things for it. If he could do anything, he assured them that he was at the service of the Chamber of Commerce. (Applause.)

### Solicitor-General's Speech.

Sir T. W. H. Inskip, Solicitor-General, proposed "The Association of British Chambers of Commerce." He said he thought Sir Arthur Shirley Benn was one of the best representatives of commerce one could have in the House of Commons. (Hear, hear.) He had all the shrewdness of the business man with the ingenuousness of the lawyer. (Laughter.) No one who had heard Sir Arthur reply to some taunt levelled at the capitalist could believe that anyone he represented was anything but the softest-hearted man, and not "hard faced" as some Labour men had suggested. Sir Thomas enumerated Form K., the Excess Profits Duty, export credit schemes, and Income-tax, and said that for his part he had never been able to understand business—(laughter)—though it was often his duty to try to wrestle with the views of business men on law. Sir Arthur had greater qualities still. When Sir Arthur went to Lisbon a little time ago, he was told on certain authority, it was decided that a revolution must be postponed. (Laughter.) Sir Arthur was always heard with respect in the House of Commons for himself, and he was heard with still more respect because he represented the Associated Chambers. It was something to speak for 50,000 firms and something like 120 separate and important Chambers of Commerce. Some of these Chambers had been in existence, as the Bristol one, for at least 100 years, and some of them had been in existence for a longer period. The history of British commerce was old, but its life was vigorous, and the Association of Chambers of Commerce owed a great deal of its strength to the fact that they had their birth in the days when commerce was not quite the same complex and highly organised system it must be to-day. He thought the Association of Chambers ought to be acknowledged as a great institution for another reason. It afforded opportunities for uniting the commercial life of the United Kingdom with the life of the Dominions beyond the seas. Perhaps they hardly realised to-day how great a departure had been made by the fact that the dominions were allowed to take a part at the Peace Conference as separate nations. They could no longer expect them to stand in the position of tutelage they once occupied, and it was incumbent that as some of the old links might begin to fail new links should be forged which should bind every constituent part. The Empire was one united whole, for they stood or fell together. (Applause)

### Sir A. Shirley Benn and the Need of Trade.

Sir Arthur Shirley Benn, K.B.E., M.P., responded. Almost all of them, he said, realised the power of the local Chamber of Commerce. They knew the good it had done in the past, and they looked for greater things from it in the future. But the Association of Chambers of Commerce was an association, as Sir Thomas Inskip had told them, of some 125 Chambers of Commerce at home and abroad, with a membership of some 50,000. Their duty was to get the opinions of the various local Chambers of Commerce, to find out what they thought on various matters that affected trade, and put them forward as the united views of the Association of Chambers of Commerce, believing that by concerted action they could do much good to the trade of their country and the country as a whole. They had a monthly meeting of the Council representing the majority of the big Chambers in the country. Its work was divided amongst three committees, finance and taxation, home affairs and transportation, and the colonial and foreign section. They looked into everything very carefully and sent reports to the monthly Council meeting so that they could take action after receiving advice. Every three months they had a meeting of all the Chambers which were in the Association, and once a year they had a big meeting. They believed it to be their duty to stand as close as they could to the Government of the day. They had no politics, but they desired to do all they could to keep Parliament posted as to the needs of trade and commerce, their objections to existing laws and proposed legislation, to enable them by their advice to form opinions as to what was necessary legislation and what should be avoided.

They had in the past year done much in connection with finance, transport, and other matters. Only that day he had had the honour of introducing a very large deputation, at which Mr. Budgett, who represented the Bristol Chamber on their Council was present, and they had a most interesting interview with the Chancellor of the Exchequer and his advisers. They put before him what they thought on a good many subjects. They congratulated him on his American trip, and told him that the Chambers of Commerce, in their opinion, fully realised that he had shown America and the world that the debt which England owed was one they would be prepared to treat purely as a business proposition, regardless of political issues, for they wanted to see effected what would be not only the best for our own country, but also for America. They regarded the getting of that matter settled as one of the first breaks from a vicious circle, showing that John Bull's honour was as good as ever it was, and that John Bull's credit, which was based on the credit of England, was still intact. (Applause)

### Corporation Profits Tax.

They told the Chancellor of the Exchequer that they viewed the Corporation Tax as a very poor one, and that the sooner they got rid of it the better for all. (Hear, hear.) They also told him that so far as the Co-operative Societies were concerned they were now turning over many millions a year, and the Government must see that the Co-operative Societies paid what was a just and reasonable tax. (Applause.) A great many other things were dealt with. The Chancellor had no objection to them telling the newspapers what they said to him, and they were in a position to state that he met them most sympathetically, gave them the most careful consideration, and promised still more consideration of the matters put before him. "I regard him"—said Sir Arthur—"as a man who is almost in his infancy as a Minister of the Crown, but one who is bound to advance if he keeps on the lines he is now adopting." (Applause.)

They were passing through one of the most difficult periods the country had ever passed through, and it was only by the trade of the country that they could get out of the morass.

They had been through many difficult times before ; after the Napoleonic wars and after the Crimean wars they passed through such times. They had many difficulties to face, not only abroad but also at home. So far as trade was concerned, not being one of the two members of Bristol who were in the Government, nor one of the three who rightly aspired to those positions—(laughter)—he felt quite free to state what people with greater responsibilities could not with regard to reparations. As far back as the early part of December they sent certain resolutions to the Prime Minister after the most careful study and examination.

### Reparations.

The report was signed by the heads of some of the biggest houses of commerce, by men who knew something about finance, and they told the Prime Minister that they thought the time had come when something should be done to get a settlement of the Reparations, that it was time the amount was fixed. They told him they were not stating any amount, but that some amount should be fixed so that the debtor nation, Germany, would know exactly where she stood, and be in a position, if possible, to get an international loan. They told him they thought a moratorium ought to be given, and urged him that in the International Loan which they believed was necessary, the British Government should not take part as a Government in any way. Those resolutions were sent to Mr. Bonar Law, and he had them before him. At the last quarterly meeting, he (Sir Arthur) told the members that he thought as France had now taken certain steps it would be inadvisable for them to discuss the matter. The confirmation of the reports was passed unanimously without discussion, they all hoped France might come out of this thing with honour. They all hoped she might gain her point, but many of them had grave doubts about it, and until some decision was come to, until they saw what could be done, all they had to do was to keep quiet and hope. But, whatever was done ought to be done quickly, because until the matter was settled they would not get a revival of trade in Europe. Trade was needed to provide work for our people.

### Eastern Crisis.

So far as Turkey was concerned, he was told by a Turk during the last two or three days, that she was perfectly willing to work with England, and he made the remark that he believed that if it had not been for England's absolute loyalty to the Allies it would have been much easier for Lord Curzon to get a settlement at Lausanne. He assured him (the speaker) that Turkey did not want war, but peace, and from a commercial point of view they earnestly hoped the Eastern peril would be avoided, and that peace would settle down in Turkey. (Applause.) At home they were suffering from a vast amount of unemployment, and that could not be dealt with at all until they obtained more markets. The purchasing power in Europe was stated to be a little under 25 per cent. of what it was before the war. They had to find new markets. They all hoped European markets would be revived, but they must find new markets in undeveloped countries. There were far greater ones in the British Empire. Bristol had never been behindhand in that matter, and to Bristol they owed their first colony. No city had done more with its Merchant Venturers to create empire than Bristol had. They must develop those markets in the Dominions and the furthermost parts of the Empire. By getting people to emigrate they would make missionaries for their trade. Their race owned the Empire. The people in the Colonies were keener than they were for closer trade within the Empire, and he was glad to see they were going to have a conference at the earliest moment possible which, he believed, would expedite emigration schemes and bring about greater trade for the Empire. They had room in the Colonies for all those who should emigrate from Britain's shores. There were many men unemployed who must have open-air work owing to the effect the war had had upon them. If they could only carry out those projects they would be able to see a greater future for England and the Empire. (Applause.)

### Adopted by Bristol.

The Bishop of Clifton gave the toast of "The City of Bristol" in a humorous speech. He remarked that he considered Bristol had adopted him. She had been a good and kind foster-mother, and for her kind attentions, which now extended for a period of over 21 years, he was profoundly




The badge presented by Mr. G. Palliser Martin to be worn by the President of the Bristol Chamber of Commerce during his year of office.

grateful. Touching on the history of Bristol, the Bishop of Clifton said there was one date which impressed itself most indelibly on his memory, and that was 1216, because it was in that year a Papal Legate in Bristol assembled a Council of eleven bishops on St. Martin's Day, and did something which caused the ancestors of Sir William Howell Davies to gnash their teeth, and laid the whole of Wales under an interdict because they conspired with bad, wicked barons of those days in opposing their own King. (Laughter.) The list of the Mayors of Bristol was a wonderful list. The Bishop touched on the time when Bristol was the first port of England outside London, a time when the population was 29,000 ; to the narrow

lanes rather than streets, when dogs were harnessed for transport, as in Belgium to-day, to the fame of "Bristol milk," the practice of kidnapping, to the great dock at Avonmouth built in recent years, the beautiful scenery around Bristol, the University, and the courtesy and kindliness of the public men of the city.

The Lord Mayor, responding, alluded to the formation of the Chamber, remarking that it came into existence against an arrogant and unrepentant Corporation. Things had changed since then, and the Chamber had done much good. Alluding to the history of Bristol, he spoke of the prominent part it had taken in the establishment of schools, the relief of the poor and its charitable activity.

### Increased Membership.

Mr. W. R. Voller, President of the Gloucester Chamber, submitted "The Bristol Incorporated Chamber of Commerce and Shipping." He spoke of the courage of the merchants of 100 years ago in setting about the establishment of a Chamber of Commerce, and said the population of Bristol then was about 88,000. It had now increased four times. There were then no railways, and steam was being used experimentally. Bristol had done splendidly, and no doubt they would do well in the future. Large as the membership of the Bristol Chamber was he thought it should be doubled.

Mr. Palliser Martin, a past president, before the President replied, presented him with a beautiful badge of office, and said that many of them had felt that the Bristol Chamber should have a badge for the president to wear. (Applause.)

The President, replying, expressed thanks for the gift on behalf of the Chamber. Continuing, he appealed for an increased membership. He would like every member to secure one member, and then they would make a great increase. When they looked back on the commercial history of Bristol during the last century they found the Chamber taking an active part in all matters which related to the port, using its endeavours to extend its influence and widen its boundaries. In Mr. W. J Hilliar they had an excellent secretary. (Applause.)

### New Goods Station for Bristol.

Mr. C. E. Barry (vice-president) proposed "The Visitors," and the Dean of Bristol and Mr. C. Bassage, (G.W.R. District Goods Manager) replied. Mr. Bassage stated that the question of the new goods station for Bristol had been discussed by the officials at Paddington this week, and the matter would be put before the board to-day. They hoped to get the scheme through. It would cost roughly £560,000, and would result in forming the biggest goods shed in the country. (Applause.)

The President of the Chamber (Mr. E. T. Thornton) occupied the chair, and there were present Sir Arthur Shirley Benn, K.B.E., M.P., President of the Association of British Chambers of Commerce, the Lord Mayor (Mr. A. Dowling), the Sheriff (Mr. Horace Walker), Sir T. W. H. Inskip, K.C., M.P. (Solicitor-General), Ald. Sir W. H. Davies, Sir Wm. Beddoe Rees, M.P., the Dean of Bristol, Judge Parsons, the Bishop of Clifton, Mr. H. S. Morris, K.C., M.P., Col. H. C. Woodcock, D.L., M.P., Mr. E. Lowther (G.W.R.), the Mayor of Bath, Ald. H. W. Twiggs, Mr. Gerald Beloe (Master of the Society of Merchant Venturers), Mr. T. Loveday (Vice-Chancellor University of Bristol), Mr. W. R. Voller (President, Gloucester Chamber of Commerce), Ald. Sir John Swaish, K.B.E., Dr. J. E. King (Headmaster, Clifton College), Mr. G. Palliser Martin, Sir Sidney Humphries, Mr. Claude Fry (President, Colston Research Society), Mr. Percy Steadman (Chairman, Colonial Institute), Mr. Joseph Holman, the Rev. R. T. Cole, Mr. F. J. Alger (President, Newport Chamber of Commerce), Major R. Honey (American Consul), Mr. E. P. Mallory (President, Bath Chamber of Commerce), Mr. F. Underhill (Chairman, Plymouth Chamber of Commerce), Mr. E. J. Jenkins (Senior Vice-President Bristol Rotary Club).

Messrs. A. L. Adams, Rowland Adams, Tripp Adams, A. A. Allen, Peter S. Allison, J. Allt, J. A. Arrowsmith-Brown.

Messrs. H. M. Baker (junior warden, Society of Merchant Venturers), Lowell Baldwin, A. E. Ball, H. R. W. Bamberger, H. G. Barlow, F. H. C. Barnard, Charles E. Barry (vice-president Bristol Chamber), C. Bassage, Sutton Bendle, J. H. Bennett, J. Bernard, Percy Berrill, W. S. Blake, J. A. Bobbett, W. H. T. Bolt, H. E. Boorne, G. H. Boucher, Gordon W. Boyd, F. C. Bracher, J. P. Brazil, H. E. F. Brecknell, G. B. Britton, G. E. Britton, S. W. Britton, L. Broad, G. E. Broderick, E. W. Bryant, G. T. Bryant, Walter Bryant, C. T. Budgett, J. H. Budgett, F. C. Burgess, Frederick Burris, Dr. T. Howard Butler, Messrs. E. W. Butler, C. J. Buxton.

Messrs. C. Roy Cadogan, Edward Cartwright, L. Carwardine, Richard Castle, C. J. Challenger, A. E. Chaplin, Gerald M. Clark, W. G. Clarke, Douglas S. Cole (Canadian Government Trade Commissioner), Arthur Collins, G. A. Collins, Percy Cook, W. E. Coombs, W. H. Cooper, S. W. Cornwall, Charles C. Cowlin, C. K. Cowlin, Frank N. Cowlin, Sidney Cox, R. Crawford, T. Crawford, H. J. Cridland, Robert J. Culverwell.

Mr. E. A. Davies, Major Owen S. Davies, Messrs. W. M. Davies, Thos. Deas, John G. Dennehy, Sir Percy Densham, Messrs. J. Dommett, T. Salisbury Donne, G. Duffner, E. J. Dunscombe, Norman S. M. Durnford, Col. R. B. Dutton, D.S.O., Ald. E. M. Dyer.

Messrs. R. A. Edwards, C. F. England, D. A. Evans, E. D. Evans, E. O. Evans, H. L. Evans, H. S. Evans (senior warden, Society of Merchant Venturers), B. C. Eveleigh,

Captain W. Fitt, Messrs. W. F. Flook, Gerard E. Fox, Prof. E. F. Francis, D.Sc., Messrs. John Fraser, C. H. French, G. E. S. Fursdon.

Messrs. Alfred Gardiner, F. S. Gedye, George E. Gedye, A. R. Gerrish, M. F. Gibbons, W. R. Gibbons, J. H. Gough, J. Edward Grace, H. R. Griffiths, H. W. Guest, O. J. Gullick, W. T. Gunn.

Messrs. A. Hadley, I. Walker Hall, M.D., Ch.B., S. E. Halliwell, J. St. C. Harvey, A. Hastings, A. J. Hay, H. C. Hayes, J. E. Hazzledine, Thos. Hepburn, R. G. Hervey, A. E. Stanley Hill, C. L. Hill, W. J. Hilliar (secretary Bristol Chamber of Commerce), Brigstocke Hitchings, R. Cuthbert Hobbs, C. Hartly Hodder, J. Guest Holman, A. E. Howell, E. A. Hughes, Basil Humphries, F. W. Hunt, A. J. Hunter.

Messrs. J. H. Inskip, G. P. James, F. Percy Jenkins, H. Wynne Jones, R. H. Jones, Bertram W. Just.

Messrs. E. C. Kerr, A. J. Kerry, E. E. Kerslake.

Messrs. George Langford, A. Barrett Lennard, Major E. W. Lennard, Messrs. H. C. Leonard, E. J. Lessimore, H. P. Lindrea, J. G. Lindrea, W. B. Little, W. S. Lockyer, F. C Luke (Postmaster of Bristol).

Messrs. J. Mason, Dr. Fred Mayes, Messrs. W. G. McCann, J. McPherson, J. McTurk, R. J. Michie, J. L. Milligan, A. J. Moss, H. Brice Mundy.

Councillor E. I. Neale, Messrs. A. W. Newsom, Frank R. Norris, Gilbert H. Norris.

Messrs. W. L. Olive, Charles A. Palmer, Major L. E. Palmer, O.B.E, Dr. Gordon Parker (London), Messrs. W. B. Parker, H. E. Parkes, George G. Parnall, O. T. Parry, T. Peckett, R. Lloyd Phillips, B. S. Pickard, A. J. Pitt, Cecil Powell, R. A. Pyke.

Messrs. J. Rattle, A. S. Ray (President, Bristol Steamship Owners' Association), J. H. Reed, Frank Richardson, R. Rioch, Arthur H. Riseley, Frank L. Riseley, Henry L. Riseley (President Bristol and Overseas' Guild), H. I. Rogers, J. A. Rose, D. Ross-Johnson (General Manager and Secretary, Bristol Docks), H. J. G. Rudman.

Messrs. A. W. Sampson, F. E. Sampson, F. T. W Saunders, S. Scourse, Alderman F. Sheppard, Messrs. G. B. Shipway, W. H. Smart, C. H. Bostock Smith, Clare Smith, Philip J. Smith, E. A. Spear, Egbert Spear, F. W. Spear, P. L. Spear, Clifford Steadman, Vincent Steadman, W. Langrish Stephens, E. A. Stevens, Hedley Stevens, George F. Stone, E. E. Stonham (H.M. Collector of Customs), B. H. Stride, A. Sutton.

Messrs. F. B. Tarr, A. W. Taylor, Ernest J. Taylor, L. Goodenough Taylor, Charles W. Thomas, R. Hilton Todd, W. A. Tottle, H. G. M. Treasure, W. N. Tribe, H. Trowse.

Messrs. H. L. Vaughan, E. Gwynne Vevers.

Messrs. H. W. K. Wait, Ernest Walls, W. W. Ward, W. H. Watkins, Fleetwood P. Webb, W. S. Weeks, A. E. Wells, Charles Wells, G. H. Wetherman, Daniel H. White, E. C. White, J. Aubrey White, B. M. Whittard, Mark Whitwill, Albert E. Wilkins, Ernest Wilkins, Gilbert Williams, Frank O. Wills, H. C. Wills, W. F. Wilson, W. Wilson, D. I. Witherington, J. Hubert Woods, S. R. Woods, R. Woodward, H. M. Worsfold.

Messrs. J. A. Young, V. L. Young.—*Western Daily Press*, February 8th, 1923.

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## THE CHAMBER OF COMMERCE CENTENARY.

The centenary of the formation of the Bristol Chamber of Commerce and Shipping was celebrated last night by a banquet attended by a gathering unusually representative of the many activities of the city, and the proceedings were marked by speeches which emphasized the value of such organisations, and drew attention to some of the problems which to-day affect the business life of the world. The Chamber was brought into existence at a period when it was clearly desirable that men of commercial experience should be in a position to take organised action to influence the course of local affairs, and in due time it became one of the permanent institutions of the city. It is impossible to present in a summarised form the story of its work. Glimpses from its records have been given in a set of special articles published in our columns, but the features thus enumerated were but outstanding examples in a many-sided work which has not only contributed to Bristol's progress, but has had an influence for good in promoting the business of the nation and of the Empire. A few of the important centres had preceded our city in starting an organisation of this nature, but the great majority of those which are now affiliated with the Association of British Chambers of Commerce are of more recent origin than the Bristol body. The growth of this system of commercial organisation has enabled the opinion of the business men of the country to be focused on the problems of the day, and the National Association has thus been enabled to bring strong pressure to bear on the Government of the time in favour of new legislation or in antagonism to proposals about to receive the attention of the Legislature. No fewer than 125 Chambers of Commerce are linked with the national organisation, and these represent a membership of fifty thousand firms. It is only necessary to state these facts to show the importance of individual Chambers being heartily supported by the business community of the particular locality, and it is hoped that the Bristol centenary will have a permanent result in dispelling the apathy which prevents many business men throwing themselves more heartily into this movement. The membership in Bristol is not nearly large enough for a city of its size, and mercantile importance and developments which might add to the utility of the Chamber are hindered as a consequence. The centenary celebration will not serve its intended purpose if it does not result in a considerable accession of members, and a quickened interest in the work of the Chamber.

The evolution of commerce has compelled those engaged in it to look far beyond their own district. If recent experience shows one thing more clearly than another it is that commercial interests cannot be limited by geographical boundaries, and if certain countries suffer adversity others are bound to be more or less affected. To use the words of Mr. McKenna, "the commercial breakdown in Central and Eastern Europe is not only destructive of our markets there, but must hamper our export trade more or less all the world over." The truth of this statement is, perhaps, not generally realised. Some regard with complacency influences which threaten to paralyse our competitors, and imagine that British business will reap an advantage. In certain cases it may be so, but, speaking generally, any influences which throw out of gear the course of international commerce is bound to be disastrous. It has been pointed out that Russia, by reason of its Revolution and the resulting economic chaos, has curtailed its purchases of tea grown in the Far East, and this has restricted the ability of the tea-producing countries to buy textile goods from Great Britain. Mr. McKenna, in his last address to the shareholders of the London Joint City and Midland Bank, gave some very significant figures to prove that our very large imports to India in 1913 were rendered possible by the fact that India at the same time was supplying Germany with goods of enormously greater value than the German products sent in return. Great Britain, India, and Germany all profited by a triangular system of trading. Our own trade recovery is rendered much more difficult by the unsettled conditions on the Continent, and Sir Shirley Benn, who speaks with peculiar authority as President of the Association of British Chambers of Commerce, views with serious concern the action of France in the Ruhr. It may be added that the Association laid before the Government a series of recommendations for dealing with the Reparations problem, and these proposals are in general agreement with the principles of Mr. Bonar Law's scheme, and are not consistent with the policy pursued by M. Poincaré. The adoption of sound policies in home and foreign affairs is a matter that vitally concerns national prosperity. The machinery of international trade is extremely complicated, and there is a serious danger that wrong conclusions may be arrived at and wrong policies supported owing to a failure to appreciate the mutual dependence of one nation on another. Serious responsibility consequently rests on bodies which claim to voice the collective opinions of the mercantile community with a view to bringing pressure upon the Government of the day. The importance of the local Chamber of Commerce being thoroughly representative and alive to current questions is obvious, and a capacity for investigation, for adopting a broad and unselfish outlook, are essentials to the proper performance of this important duty. The Bristol Chamber of Commerce deserves congratulations on its honourable record, and its persistent efforts, and it is to be hoped that its future will be not only worthy of its past, but an even greater influence for good in the city and nation.—*Western Daily Press*, February 8th, 1923.

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## BRISTOL COMMERCE AND EMPIRE EXPANSION.

There was much more than a local or provincial note throughout the speeches at the centenary dinner of the Bristol Chamber of Commerce last night. "Local patriotism" was amply justified, for the Chamber during what the Lord Mayor termed its "chequered career" of a hundred years, has done a mass

of service of which its President and members may well be proud. And the announcement which came near the close of the evening from Mr. Lowther,* the chief goods manager of the Great Western Railway, that his directors are being asked to sanction the spending of £560,000 for a new goods station for Bristol which will be the largest of its kind in the kingdom, must be hailed with delight by every citizen. But the Chamber, like the city, has never had a narrow parochial outlook. Both have taken a great part in "pegging out claims for posterity" in the oversea lands of the Empire. Sir Arthur Shirley Benn, the President of the Association of British Chambers of Commerce, made this aspect of commercial combination the theme of one of the most striking passages in an eloquent speech. He generously acknowledged the fine work of the local Chambers, but he insisted on the value of the "concerted action" and the advice and pressure which only the Association of Chambers can effectively bring to bear on Governments and Parliaments. He rejoiced, as Sir W. Howell Davies and other speakers did, over the American Debt funding achievement of Mr. Baldwin, which had once more proved that England's "word was her bond," and he spoke considerately, but not hopefully, of France's action on the Ruhr. He recognised, as we all do, that the times are very difficult, and he affirmed that it is "only by the trade of our country that we can get out of the morass." With Europe's purchasing power but one-fourth of what it was before the war in many countries, we must find new outlets, and above all we must develop greater markets within our own Empire, and must encourage and foster broadly-conceived schemes of Empire settlement, expecially for those who, after giving the flower of their young manhood to war service, would make ideal farmers, "missionaries of trade," and upholders of our flag and our ideals in the unoccupied lands of the great Dominions.

"No city," as Sir Arthur truly said, "has done more to create our Empire than Bristol has done." Empire development in all its aspects is a sphere in which the city and port should take a leading part. Through many centuries the port was intimately associated with overseas mercantile adventure and expansion. The opportunities of the Elizabethan and early Georgian eras were taken advantage of by the hardy mariners and shrewd merchants. Since then the means of inter-communication have grown with the growth of national inter-dependence. The ocean unites countries even while it separates them. With our vastly-increased resources of steam and wireless telegraphy, of highly-developed exchanges and world-wide markets, Englishmen of to-day should be able to multiply a hundredfold the enterprise of their forefathers. The Chamber of Commerce, in entering on its second century, must be more than ever the centre and focus of a widening business and manufacturing activity. Bristol of to-day has the old geographical advantages combined with the most modern dock and transport facilities. But it has keen and alert rivals for trade in London, Liverpool, Cardiff and other ports. Bristol's shipping and trading position can be maintained and expanded only by constant watchfulness and vigorous initiative, in which the corporate action of the Chamber of Commerce supplements the activities of individual firms. The new grouping of the railways, their close association with dock enterprise, and the growth of road motor traffic are all important factors in the commercial problem of to-day. Bristol Chamber has joined in supporting the canal development scheme which would help Gloucester, Worcester, and Birmingham trade equally with, or more than, ours, but it is specially the concern of the two largest of the four cities to push the scheme to a practical outcome. The long battles which the Chamber fought for dock freedom and enterprise during its earlier decades have no parallel in 1923, but there is need now, as there was 80 years ago, for a struggle against lethargy, inertia, and commercial timidity.

*Through Mr. C. Bassage.

The Solicitor-General, in speaking of the value of commerce in linking the peoples of the world, dwelt on the significance of the fact that at the great Peace Conference the Dominions had a voice as separate nations, no longer in a position of tutelage. "As some of the old links seem broken, fresh links are being forged that shall bind every constituent part of this great Empire together." Bristol Chamber took an active share in the formation of the Association of Chambers, and through it, in those visits to Canada and other distant Dominions in which prominent Bristol citizens such as Mr. Henry Riseley and Mr. Palliser Martin have done fine service as "ambassadors" of its trade and commerce. Two of the other Parliamentary representatives of the city (Sir W. Beddoe Rees and Mr. H. S. Morris) were among last night's guests of Mr. E. T. Thornton, the esteemed President of the Chamber, to whose services Mr. Voller, his brother President of the Gloucester Chamber, paid a fitting tribute. Sir Beddoe Rees spoke of the trying times through which his own (and Bristol's) shipping industry has been passing. But in regard to the general outlook he declared that "we can now scent the breath of spring in the air of commerce." With some such feeling of subdued optimism Bristol Chamber of Commerce can begin another century of its existence, trusting that as in the past the city's business leaders will be proud to guide its activities, and that the rank and file in ever-increasing numbers will swell its membership, and so increase its local, national, and Imperial usefulness.— *Bristol Times and Mirror*, February 8th, 1923.

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## 1823—1923

# BRISTOL CELEBRATES A COMMERCIAL CENTENARY.

### 300 AT THE BANQUET.

Though a hundred years may not appear long—comparatively speaking—in the life of such an age-old city as Bristol, that period of time is quite sufficient to invest any organisation of men with the veneration of antiquity. Jubilees are so rare as to be generally the occasion of appropriate ceremonial, but the "centenary" adds the hall-mark to which we gladly render tribute. Consequently the Bristol Chamber of Commerce welcomed round its hospitable board at the Victoria Rooms on Wednesday night, some 300 of the most representative citizens that have ever foregathered in Bristol, to join it in celebrating its entry into the ranks of centenarians, reinforced by a number of influential visitors.

### ORATORICAL DRAWBACKS.

There were the local Members of Parliament in force, the clergy, the official life of the City, local politicians, and last but not least the "Law and the Profits" typified by the large number of the legal profession, and the merchants. The difficulty with Chamber of Commerce, and kindred banquets, is that no matter how excellent the material viands served may be—and on the occasion under notice the repast was epicurean—the oratorical fare does not partake of that light, exhilarating after-dinner variety, which is the perfect accompaniment to an appetising menu, thoroughly enjoyed. The dry commercial toasts would require a Sydney Smith or a Tom Hood to turn them into humour, though we have memories of one delightful speech, of just the right sort from Sir George Reid, the Australian High Commissioner, who was the guest

of honour at the 1911 banquet. Sir George, however, had cultivated the art of after-dinner speaking. It sounded well, the neatly turned witticisms of a *bon vivant*, but there was nothing in it for the reporter. As a literary critic remarked at the end of the dinner: "Some of the speeches required a hurdy-gurdy to be played at intervals to liven them up a bit!"

### The Shakespearean "Bagman."

There was no Sir George Reid at Wednesday's function, and we suppose we should be accounted "heretic" for venturing to suggest a little music might have livened things up. At any rate there would have been no time—perhaps "hardware and harmony" might not accord, although the Solicitor-General (Sir Thomas Inskip, K.C., M.P.), did try to make some little play out of "hard faced" capitalists having "soft" hearts. One of his "stories" in proposing the "Association of British Chambers of Commerce" is worth re-telling, as the dailies seem to have concentrated on the serious side of the speeches. Sir Thomas related that a commercial traveller of a rather religious turn of mind was being continually "nagged at" by his firm for not doing better. Having replied in as vigorous language as his convictions would allow him, he finally put at the end of his weekly report, "see Richard III," giving act, scene, line. On turning up Shakespeare the line read "I can't sell the damned goods"! Oh, Sir Thomas!—and the words slipped out so easily too. Like many after-dinner stories it is probably legendary. Sir Thomas did not supply the sequel.

### The New Ambassadors of Commerce.

Sir Arthur Shirley Benn, M.P., who responded, is one of the best representatives of commerce one could have in the Commons, and he deserves all the encomiums passed upon him by Sir Thomas Inskip. His speech ranged over the whole field of commerce and its allied interests. From it we gathered that the entire commercial community, leaving politics out of the question, were most favourably inclined towards the Government of Mr. Bonar Law, and that it had formed a high opinion of the Chancellor of the Exchequer, Mr. Stanley Baldwin. He wound up on the two diapason notes of the day, develop Empire trade to replace our lost Foreign trade, and systematise emigration overseas, so that their migrants should become ambassadors of commerce.

### When the Welshmen Gnashed their Teeth.

The gathering had something in the lighter vein from the Bishop of Clifton, but in attempting to do justice to the toast of the "City of Bristol," his lordship we fear, fell into the error of being a little too encyclopædic. There is not a great deal of after-dinner interest in dry facts, and dates, though he imparted a little humour into one of the events recalled—an interdict passed by a Papal Legate, which he said had caused the national ancestors of Sir William Howell Davies to gnash their teeth. The former Member for Bristol South became quite sentimental in his reminiscences of 17 years in the House of Commons, and the audience realised that it must have been with a somewhat heavy heart that Sir William decided finally to retire from Westminster. "I love the place and its historic associations" said Sir William, "the comradeship, the true democratic spirit that gives to every member, whether of high rank or low rank, an equal opportunity without favour or privilege in any shape or form." Sir William evidently had the true House of Commons instincts. Yet two of our recent Bristol members, Mr. Stanley Gange and Mr. G. B. Britton, were content with only one Parliament!

### Romanism and Reformation.

The close of the proceedings was rendered notable by the presentation of a handsome badge by Mr. G. Palliser Martin to be worn by the President of the Bristol Chamber during his year of office. It is of exceedingly handsome and chaste design, bearing in the centre the City arms. The Bristol Chamber of Commerce like its more illustrious counterpart the Merchant Venturers will now have its distinctive badge, and in returning thanks the President, Mr. E. T. Thornton, appealed to members to adopt the snowball principle to increase the membership. A reference to the excellent qualities of Mr. W. J. Hilliar, the Secretary, was well deserved. Mr. Hilliar is a well of information from which the *Guardian* is often glad to draw. Responding to the visitors with his usual charm, the Dean of Bristol could not help having a sly dig at the Roman Catholic Bishop of Clifton. "Discussing Reparations with Sir A. Shirley Benn," he remarked, "was almost as stimulating as would be discussing the Reformation with the Bishop of Clifton," and no one laughed more heartily than the latter. It is only fair to give the Clifton Caterers Company full credit for the excellent manner in which the dinner was served.—*The Bristol Guardian*, February 10th, 1923.

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## RAILWAY DEVELOPMENT.

### G.W.R. £560,000 Scheme for Bristol.

The Bristol Chamber of Commerce centenary banquet, held at the Victoria Rooms, on the 7th instant, was a unique opportunity for the Great Western Railway Company to announce to the Traders and Citizens of Bristol, a scheme which has been agreed for the provision of a new Goods Depot and additional sidings at Temple Meads, involving an expenditure of £560,000.

It is understood that the Directors and General Manager of the G.W.R. have had several large schemes under consideration, and after all that has been said in the past in reference to the importance of the trade of Bristol, and the growth of the City as a distributing centre, we regard their decision to proceed with the Bristol scheme with great satisfaction.

The announcement was made at the banquet by Mr. C. Bassage, the Company's District Goods Manager at Bristol, and was received by the large assembly of business men of the City with general gratification, as in view of the important relationship of railway transport to commerce, the scheme is regarded as a step in the right direction for the further development of the trade of the City.

The scheme as explained by Mr. Bassage, provides for the largest and best equipped Goods Shed in the country. This shed alone will cover an area of 229,535 square feet, consisting of eight platforms 30 feet in width and 575 feet in length, between rails, with a front platform 40 feet wide; each platform will be connected with the adjoining ones by means of "tip-up" balance bridges to facilitate the movement of traffic. It will be possible to accommodate 408 wagons at one time under cover, and about 330 wagons in the open yard, all accessible to road vehicles.

The extensions will necessitate absorbing Pipe Lane and a good deal of the dilapidated property between Victoria Street and Temple Back.

The scheme embraces the electrifying of all Railway points leading to the shed—which will be controlled from a new Signal Box—the installation of electric capstans for the

movement of trucks and an electric runway to expedite the passing of documents between the Office and the Shed. Electric light and power will be used throughout.

The barrowing of goods will be done by means of electric platform "jack-up" trucks fitted with trays, while—as an auxiliary—the electric Telpher system will be installed, an overhead mono-rail, capable of conveying a ton of goods to any part of the shed. The working of the Telpher will be controlled by a man in a small travelling cabin.

There will be three main entrances with an automatic weighbridge (18 feet plate) at each, which will permit of all classes of motors and other road vehicles being accommodated.

The cranes in the yard will be electrified and a special carriage shute will be erected, fitted with an electric capstan for dealing with motor cars, furniture vans and other road vehicles for, and after, rail conveyance.

employees, thus saving considerable time to the benefit of the large and small trader alike.

It is recognised by all that speed in these days counts for much; many of the G.W.R. Express Freight Trains have been accelerated to a higher speed than that obtained in pre-war days, and with the improved terminal facilities for handling the goods a general speeding up will result, an important factor in to-day's trade.

The magnitude of the scheme is indicated by the details supplied, and the enormous cost to carry it through is sufficient evidence that there is to be no stinting. Bristol is to have the best that the years of railway transport experience can give.

In addition to the new Goods Depot at Temple Meads, the Bristol scheme provides for a new gravitation shunting yard at Bristol East Depot, through which between 8,000



AERIAL VIEW OF PORTION OF CITY DOCKS, SHOWING TIMBER WHARVES OF PRIVATE FIRMS.

An automatic switchboard to secure telephonic communication with all parts of the shed, yard and offices, and with the other Bristol Depots, will be installed.

The extensive cellarage to be provided beneath the shed, covering an area of 390 feet by 100 feet, is regarded as a very important provision in view of the ever increasing demand at the Port for accommodation for the storage of such goods as butter, cheese, lard, bacon and milk, etc. Electric lifts will serve both the cellar and overhead warehouse.

A point of especial interest to the traders and general hauliers of Bristol, is the facility with which their loaded road vehicles will be dealt with at the station. Instead of the carters wandering round the station through congested avenues to discharge their goods on to different platform berths, as they do to-day, they will back in to one spot where the goods will be taken from the tail of the vehicle by the Railway

and 9,000 wagons pass weekly, and the gravitation principle will save considerable time in marshalling and facilitate the movement of trains; this will involve a further expenditure of £15,000.

The whole scheme is evidence of the fact that the City of Bristol is still the hub of the Great Western Railway Company, and again proves their faith in the development of the Port. This is another indication of the enterprising policy of the G.W. R., and their Directors and General Manager are to be congratulated on their forward movement.

The building of the new Depot—which it is anticipated will commence early in next winter—will bring work to many of the Bristol people. The traders need have no fear as to the handling of their goods during the period of construction, as adequate arrangements will be made by the Company to cover this.

# THE PORT OF BRISTOL.

## Reduction in Dues and Charges.

The important announcement was made on the 13th Jany. that the Docks Committee, who have had the matter under consideration for some time past, are proposing a further revision in connection with dues levied on shipping and goods. The City Council at their ensuing meeting will be asked to sanction some substantial reductions in tonnage dues to take effect on and after April 1st. With regard to dues on goods imported and exported the whole schedule is being revised, and some substantial reductions will, subject to the approval of the Council, be put in force from 1st May.

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Traders who are concerned with the cold storage of Refrigerated Produce (Meat, Butter, Bacon, Cheese, Lard, Eggs and Fish), should note the revised rates which came into operation on February 1st. The Ex-Ship rate on Frozen Meat of 4/- without sorting remains, but a new rate of 8/-, including sorting, has been instituted. The Quay rate of 12/- stands, and a large reduction has been made in the First Management rate, this figure now being 25/- to include receiving at ship's rail alongside cold stores.

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As regards Butter, Bacon, Cheese, Lard, Eggs and Fish, there is a rate for Short Period Storage of 10/- per ton, which includes receiving into cold stores and delivering, including seven days' storage. The charge for rent for each subsequent seven days up to twenty-one days from date of storage has been reduced from 6/9 to 6/3 per ton, per week. The First Management Rate has been reduced from 27/- to 25/-.

* * * * * * * *

The following table of Imports of certain articles into the United Kingdom shews the quantity and percentage of the whole taken by the Port of Bristol, for the years 1913, 1921 and 1922 :—

| Grain. | United Kingdom. Imports. Tons. | Bristol. Imports. Tons. | Percentage. |
|---|---|---|---|
| *Barley.* | | | |
| 1913 .. | 1,121,963 | 251,262 | 22.3 |
| 1921 .. | 790,298 | 200,698 | 25.4 |
| 1922 .. | 634,664 | 175,122 | 27.6 |
| *Maize.* | | | |
| 1913 .. | 2,457,748 | 144,348 | 5.8 |
| 1921 .. | 1,837,719 | 186,197 | 10.1 |
| 1922 .. | 1,860,005 | 198,305 | 10.7 |
| *Oats.* | | | |
| 1913 .. | 908,133 | 57,213 | 6.3 |
| 1921 .. | 417,844 | 40,024 | 9.6 |
| 1922 .. | 467,845 | 58,538 | 12.5 |
| *Wheat* | | | |
| 1913 .. | 5,293,905 | 399,346 | 7.5 |
| 1921 .. | 4,012,350 | 297,626 | 7.4 |
| 1922 .. | 4,818,707 | 392,223 | 8.1 |
| Total Grain. | | | |
| 1913 .. | 10,033,308 | 868,666 | 8.6 |
| 1921 .. | 7,313,366 | 729,810 | 10.0 |
| 1922 .. | 7,937,129 | 832,136 | 10.5 |
| *Oilseeds.* | | | |
| 1913 .. | 1,433,517 | 80,716 | 5.6 |
| 1921 .. | 963,424 | 46,716 | 4.8 |
| 1922 .. | 1,002,314 | 67,982 | 6.8 |
| *Flour & Meal.* | | | |
| 1913 .. | 784,755 | 39,146 | 5.0 |
| 1921 .. | 1,032,315 | 43,576 | 4.2 |
| 1922 .. | 898,086 | 49,324 | 5.5 |



S.S. Wiltshire in Export Berth, Royal Edward Dock, Avonmouth.

| | United Kingdom. Imports. Tons. | Bristol. Imports. Tons. | Percentage. |
|---|---|---|---|
| *Petroleum.* | | | |
| 1913 .. | 1,790,359 | 152,593 | 8.5 |
| 1921 .. | 4,480,597 | 345,208 | 7.7 |
| 1922 .. | 4,626,886 | 327,329 | 7.1 |
| *Bacon, Butter, Cheese & Lard.* | | | |
| 1913 .. | 794,871 | 32,992 | 4.1 |
| 1921 .. | 831,218 | 31,781 | 3.8 |
| 1922 .. | 884,246 | 28,103 | 3.2 |
| *Sugar.* | | | |
| 1913 .. | 1,969,260 | 86,260 | 4.3 |
| 1921 .. | 1,301,603 | 57,608 | 4.4 |
| 1922 .. | 1,929,894 | 58,452 | 3.0 |
| *Wood Goods.* | | | |
| 1913 .. | 6,636,607 | 161,004 | 2.3 |
| 1921 .. | 2,888,878 | 52,397 | 1.8 |
| 1922 .. | 5,020,962 | 89,916 | 1.8 |
| *Tobacco.* | | | |
| 1913 .. | 74,087 | 2,664 | 3.6 |
| 1921 .. | 102,195 | 24,648 | 24.1 |
| 1922 .. | 83,036 | 31,795 | 38.3 |
| *Bananas.* | *Bunches.* | *Bunches.* | |
| 1913 .. | 7,539,984 | 2,683,839 | 35.6 |
| 1921 .. | 9,501,565 | 3,714,833 | 39.1 |
| 1922 .. | 11,031,100 | 3,899,252 | 35.3 |

12*th January*, 1923.

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## AUSTRALASIA AND BRISTOL.

The many friends of Mr. Henry Riseley will be interested in reading of the well-deserved compliment paid to him by the representatives of Australia and New Zealand. We hope that Mr. Riseley's retirement from an active interest in all that concerns Bristol will be postponed for many years, even if he has had to relinquish much of his former good work.—C.P.

On his retirement after many years of active participation in the public life of Bristol and the development of Empire trade with that port, Mr. H. L. Riseley was yesterday entertained at luncheon at the British Empire Club by the High Commissioners for Australia and New Zealand and the Agents-General for New South Wales, Victoria, Queensland, South Australia, Western Australia and Tasmania. It was an act of recognition of his work "and of the very generous hospitality which he extended to so many Australians and New Zealanders when they visited Bristol."—*Daily Telegraph*, December 22nd, 1922.

MR. H. L. RISELEY COMPLIMENTED.

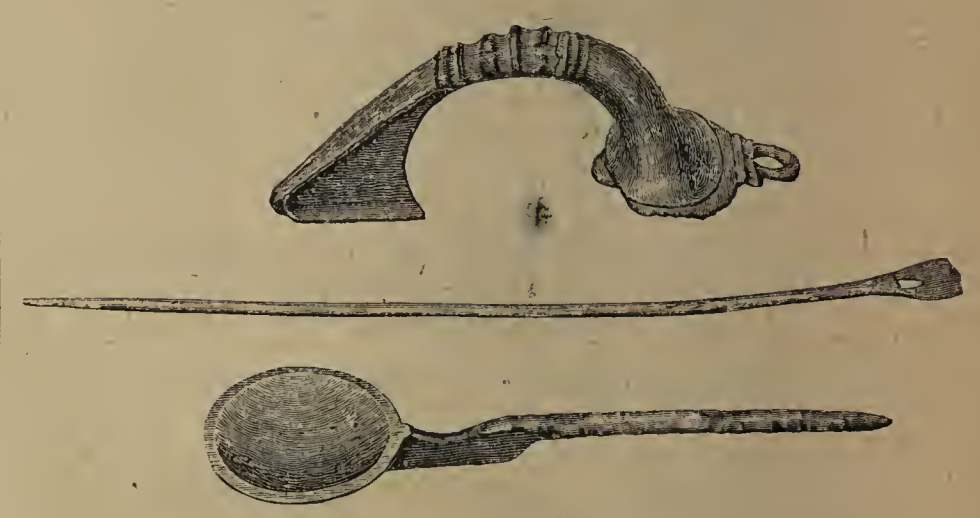
The High Commissioners for Australia and New Zealand, together with the Agents-General in London of the Commonwealth of Australia, entertained Mr. Henry L. Riseley, of Bristol, at luncheon at the British Empire Club, St James's Square, London, in recognition and appreciation of the efforts of the city of Bristol in promoting trade and commerce with Australia.

Australia was represented by the Right Hon. Sir Joseph Cook; New Zealand by Colonel the Hon. Sir James Allen; the State of New South Wales by Sir Timothy A. Coghlan; Queensland by the Hon. J. A. Fihelly; Victoria by the Hon. Jno. McWhae; South Australia by the Hon. Sir Edward Lucas; Western Australia by the Hon. Sir James D. Connolly; and Tasmania by Mr. A. H. Ashbolt.

Mr. A. H. Ashbolt presided, and made a generous reference to those citizens of Bristol who, by their personal visits to Australia, had established relationships so valuable to the Empire and to its overseas Dominions. He was mindful of a continuation of those efforts in Bristol in maintaining and developing fraternal relations with their brethren who lived under the Southern Cross.

On behalf of his native city, Mr. Riseley gratefully acknowledged the honour the official representatives of Australia had done to the city of Bristol, and the kind thought which had prompted this evidence of good fellowship to himself. He assured them that the liveliest interest was taken in Bristol in all that appertained to Australia and New Zealand. Bristol had a weekly service to all the principal ports of Australia by steamers of large tonnage and high speed, and a direct steamer service to New Zealand monthly by vessels of the highest class.—*Bristol Times and Mirror* and *Western Daily Press*, 30th December, 1922.

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## MORE ANCIENT FINDS AT KEYNSHAM

Public interest in life of three and four thousands years ago has been given a marked stimulus in the last few months. Almost every day we hear of fresh discoveries among the Egyptian tombs, and one is apt perhaps to forget the potentialities of our own country.

It is very interesting, therefore, to learn that the vitality of modern progress is bringing to light the mementoes of our Roman ancestors. For, as many people are aware, the first of Fry's new chocolate factories at Keynsham, just outside Bristol, is proceeding apace. Among the work in connection with these developments, is the digging of deep, strong foundations. Coffins, complete with skeletons, have already been unearthed.

Although the first factory building is rapidly approaching completion, roads and railway cuttings are still being opened up. Only just recently, three little articles of a delightfully domestic character were found. We give an illustration of them. One is a Roman needle, about 6 inches long. Another is a spoon which originally must have been of perfect shape. While the most interesting is a bronze brooch, evidently the finishing touch to the toga of some Roman gallant.

## Editorial Notices.

*The Bath Chamber of Commerce accepts no responsibility for the opinions expressed in articles and letters appearing in this Journal. Official information and Reports of Meetings, etc., are prepared with as much care as possible, but the Chamber accepts no responsibility for any error.*

*The Editor will be pleased to consider short articles or letters on subjects of general trade and industrial interest, and insert them, if possible.*

*Inquiries for advertisement spaces should be addressed to the Bath Chamber of Commerce.*

## Chamber Notices.

*Offices :*—22 *Milsom Street, Bath.*

*Office Hours :*—9.30 *to* 5 *p.m.* (*Saturdays,* 9 *a.m. to* 12 *noon*).

*Telephone :*—876 *Bath.*

*The Chamber issues Certificates of Origin for all countries where required. Also Identity Certificates and Certificates for Export of Samples.*

*Members desiring information on any commercial matter are invited to communicate with the Secretary.*

*Disputes and differences arising out of commercial transactions may be referred to arbitration under the arbitration rules of the Chamber.*

## Membership.

*The Secretary will be pleased to furnish particulars on application.*

## Meetings.

*In addition to the Annual General Meeting in January, General Meetings of the Chamber are held in February, March, April, May, June, September, October, November and December.*

## General Purposes Committee.

*The General Purposes Committee meet on the third Friday in each month or oftener, if necessary, at the Offices of the Chamber, 22 Milsom Street, Bath.*

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## AFTER THREE YEARS.

### NEW PRESIDENT OF THE CHAMBER OF COMMERCE.

ELECTION OF MR. E. P. MALLORY.

TRIBUTES TO LATE PRESIDENT'S DEVOTED WORK.

Mr. E. P. Mallory, the vice-chairman, was at the annual meeting of Bath Chamber of Commerce at the Guildhall, on Monday, January 22nd, elected as President for the ensuing year, in succession to Mr. D. A. Evans, who has served in the office for three consecutive years. Messrs. W. J. Cook and D. R. Hatt were chosen as senior and junior vice-chairmen respectively.

Messrs. E. G. Vernon and C. Cowley were elected as members of the Chamber.

In proposing Mr. E. P. Mallory as President, Mr. Evans said Mr. Mallory had taken a very great deal of interest in the Chamber (applause). He acknowledged, with hearty thanks, the support he had received from the members during the three years he had occupied the chair; thanked the executive, of whose work he spoke in high terms; and said he owed a debt of gratitude to the secretary, Mr. H. Brice Mundy (applause.) It was true up to a point that Mr. Mundy was commonly called a paid official of the Chamber, but he knew Mr. Mundy would go for him for saying that—(laughter)—he was doing a real civic work in the way he was handling the Chamber of Commerce work in the City, and the so-called salary did not compensate in any way the time he devoted to the Chamber of Commerce—it was a mere pittance compared with the energy and devotion he gave to the work. He said that after three years' experience of Mr. Mundy's work and comradeship (applause). Mr. Evans said thanks were due to the three members, Messrs. Cook, Foster and Kemp, who had taken up work on outside committees and said the two station-masters in the city had been most helpful in all the Chamber had tried to do in furthering the matter of improving service and fares. He also moved a vote of thanks to the three Mayors who had been in office during the time he had been president—Aldermen Jackman and Colmer, and one of their members, Mr. Ernest J. White (applause). Mr. White was a tower of strength to them during his year of office (applause).

A PARTING APPEAL.

They had an important time coming as a Chamber of Commerce. They had made good progress as their income had advanced from £70 to £260, but he did not want to stop there. They could only make progress when they had sufficient funds, and he wanted to see every business man a member of the Chamber. That was his final appeal before the passing of the resolution for the election of Mr. Mallory.

Mr. H. L. S. Macdonald seconded and endorsed what the retiring President had said respecting the work of the executive and the secretary; at the same time including Mr. Evans in his commendation. He agreed with what he said respecting the secretary's remuneration, and remarked that Mr. Mundy was always ready to help anybody who went to him for advice. They were sorry to lose their President, but they knew they were getting a worthy successor (applause).

The motion was carried unanimously, and the President invested his successor with the badge of office, saying it was a great pleasure for him to pass it over to him because he believed he would deal with the work of the Chamber with tact and ability. They looked forward to a very successful year's work (applause).

NEW PRESIDENT'S ACKNOWLEDGMENT.

The new President, on taking the chair, caused amusement by remarking "The fatal moment has come at last!" He felt very proud indeed of the very great confidence they had reposed in him. There had been many worthy presidents, but no one more worthy than their late president (applause). He had stuck to his job for three years in a most manly and loyal spirit to his fellow-townsmen and he could only hope that he would do something that would satisfy them in some measure as Chairman of the Chamber, and that he would be able to emulate something of the tact and the ability their late president had shown. Mr. Evans said there was much work to be done, and he would quail at the thought of it but for the fact that the executive committee were such good men. He thought he could rely upon their support in assisting him in his endeavour to do his duty (hear, hear).

THE WORK OF THE EX-PRESIDENT.

Mr. Ernest J. White moved a vote of thanks to Mr. Evans for his conduct in the chair during the past three years, and congratulated Mr. Mallory upon succeeding so good a president. It seemed to him that Mr. Evans had been President ever since

he could remember because he had done such an enormous amount of good work during the three years he had been president. It had been work enthusiastically and ungrudgingly done, and he was certain there was no society in the city the members of which had greater feeling of regard of gratitude to their president than had the Bath Chamber of Commerce to their late president (hear, hear). The ex-Mayor who spoke in humorous vein, said Mr. Evans seemed to him to have two hobbies—making money and looking after the Chamber of Commerce (laughter). He entered in some detail into what the retiring president had accomplished, speaking of his knowledge of the post office and telephones and of his usefulness to the city and to the Chamber in connection with the advertising fund. He did not know any man who starting out in a new line would have made the success Mr. Evans made in raising money for advertising the city. Reference was made to the number of experts on advertising Mr. Evans had brought to the city, one at a time; and to the replacing of the cabmen's old shelter in Orange Grove, with a shelter that was a credit to the city and a comfort to those using it.

PRIVATE SYNDICATE AND THE BATHS.

The ex-Mayor humorously alluded to his interviewing financiers in connection with the baths, and said nobody but Mr. Evans and himself knew the trouble he had in that respect during his year of office. They were not successful, he said, in carrying out their good intentions of handing over the baths to a private syndicate upon such terms as Mr. Evans, himself, and some other people, believed would be to the benefit of the city, but, at any rate, the result of the efforts Mr. Evans made in that direction was the eventual putting into the hands of seven trusted gentlemen the management of the baths. He was sure the Chamber wished the Baths Board that success which they believed they deserved. He looked forward with great hope to those gentlemen who had undertaken a task from which many men might reasonably shrink, and was sure they would have the sympathy and good wishes of that Chamber. Mr .White also alluded to the late president's activity in getting conferences to Bath, which benefited by the advertisement, and referred to mural tablets as another good form of advertising. The last unveiling was as good an advertisement as the city could have. That Chamber should encourage all those things and he was certain that the efforts made by Mr. Evans in the things which he had either assisted to establish or helped to bring before the notice of the Chamber would be fostered, sustained, and assisted by the new president. Whilst they had been very fortunate in the past with regard to their presidents, he thought they were equally fortunate at the present moment, and he hoped Mr. Mallory's year of office would meet with the same success as that of his predecessor in office. He would like to see the resolution of thanks nicely engraved and handed to Mr. Evans so that he might have it in a permanent form. He moved that.

Mr. H. C. Smith seconded, the motion was heartily endorsed, and Mr. Evans, in reply, said his work had been a labour of love. Any aid the new president wished from him would be loyally given. (Applause.)

THE VICE-CHAIRMAN.

Mr. B. P. Kemp proposed Mr. Walter J. Cook as senior vice-chairman, and in doing so mentioned that Mr. Cook is the head of a large and important business and testified to his keen insight into all matters appertaining to the Chamber of Commerce and to the marked extent to which he had the interests of the city at heart. He spoke of the importance of the office of vice-chairman because the presidency often followed it.

Mr. C. E. Revell, who seconded, remarked that Mr. Cook had already been president and had a very successful year.

The motion was unanimously agreed to.

Mr. Gresham Grey moved that Mr. Douglas R. Hatt be the junior vice-chairman. They knew Mr. Hatt, he said, as a keen member of the executive, and nobody more suitable for the position could be found. He was connected with one of the most important and oldest establishments in the city, and was a member of one of the best known families in the city. Mr. Grey also referred to Mr. Hatt's personal qualifications and spoke of him as a man of ability and energy.

Mr. E. J. White seconded; agreed.

SATISFACTORY FINANCE.

The executive committee having been elected without contest,

The Secretary submitted the financial statement. It showed that there was a balance of £7 17s. 6d., against £41 10s. 3d. last year, that they had £105 on deposit, £50 in National War Bonds, and £88 in cash, "so we are not in a very bad financial position," remarked Mr. Mundy. He explained that there were some items of expenditure which would not recur, and mentioned that £21 15s. was spent on the president's badge, and the subscription of £10 10s. to the Bath Spa Attraction Week.

The accounts were adopted.

BATH CHAMBER'S PROGRESS.

Mr. Evans presented a report of the delegates to the quarterly meeting of the Associated Chambers in London and incidentally remarked that Bath had with one exception—Aldershot—made greater progress than any other Chamber, its membership having increased from 80 to 252.

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## ANNUAL DINNER.

### SPEECH BY SIR WILLIAM JOYNSON-HICKS.

BUSINESS FETTERED BY POLITICIANS. THE PRESIDENT AND A CITY HALL. IMPORTANT BATHS DEVELOPMENT.

The annual dinner of the Bath Chamber of Commerce at the Red House Restaurant, on Tuesday evening, January 30th, passed off very successfully. There was a gathering of nearly 90. The President (Mr. E. P. Mallory) was in the chair, supported by Sir William Joynson-Hicks (Secretary of the Department for Overseas Trade), the Lord Mayor of Bristol (Councillor Alfred Dowling), the Mayor of Bath (Alderman Cedric Chivers), Mr. E. T. Thornton (President of the Bristol Chamber of Commerce), Mr. David A. Evans (ex-President of the Bath Chamber of Commerce), the Town Clerk of Bath (Mr. J. Basil Ogden), Mr. Walter J. Cook (vice-chairman), Mr. Austin M. King, Dr. Preston King, Col. H. W. G. Cole, C.S.I., O.B.E., Commander H. W. G. Percival, and Mr. H. Mallory, and others present included Messrs. A. W. Wills, C. E. Revell, Luther Wilson, W. R. Caldicott, J. W. Caldicott, C. D. Provost. C. E. G. Hawkins, Geo. Hext, W. Whiting, F. J. Cox, E. Taylor, B. P. Kemp, R. C. B. Willis, Gilbert Cass, N. C. Harbutt, W. H. Hawling, R. A. Hallett, H. L. S. Macdonald, Gresham Gray, W. W. Rawlinson, R. C. Bullock, C. H. Long, W. Blundell, J. Wesley Whimster, John Hatton, H. Brice Mundy (secretary), W. J. Dowding, Major Dowding, T. G. Robertson, W. Rogers, Capt. F. H. Storr, E. G. Vernon, E. M. Henshaw, D. R. Hatt, G. F. Powell, H. C. Wills, H. R. Griffiths, A. C. Dawes, R. Adcock, P. C. Clark, H. Nash, C. F. Tett, J. Barter, F. R. Bailey, C. C. Wills, Roy Fuller, E. M. Weaver, A. G. Bolwell, W. A. Gayner, C. W. Adams, A. H. Long, C. W. Cooper, H. A. Wyatt, F. T. Dawson, and A. H. Foster.

Apologies were received from Capt. C. T. Foxcroft, M.P., Mr. Percy Hurd, M.P., Ald. F. W. Spear, the ex-Mayor (Mr. Ernest J. White), Mr. G. E. Fyson, and Mr. T. Sturge Cotterell.

The loyal toasts were given from the chair and musically honoured.

### Business Fettered by Politicians.

"The Bath Chamber of Commerce" was proposed by Sir William Joynson-Hicks, M.P., in a half-hour's address. One really would wish, he said, that business men could be allowed to get on with their business unfettered by the politicians of the world (hear, hear). During the last two or three months there had been very distinct signs of revival in trade. It had been his privilege ever since his appointment on November 1st to visit Chambers of Commerce and centres of manufacturing interest in various parts of the country, and wherever he had been he had been convinced by the information received from men engaged in the very heart of our industries of a distinct sign of a revival and improvement of trade not only coming but actually at hand—that enquiries had been translated into orders and orders had given place to manufactures. To-day, however, the political situation had undoubtedly given a check to that revival in trade. As he said, he wished that they could be delivered from the eccentricities of politicians in all parts of the world and their trade would prosper so much better. At the moment there were three grave causes of anxiety to H.M. Government—there was the position in regard to Turkey, the position in regard to the Ruhr, and the position in regard to the American debt.

### Firmness with the Turk.

With regard to the protracted negotiations at Lausanne, he said long spun-out negotiations were obviously bad for trade which required stability and finality. He spoke of the ability and extraordinary patience of Lord Curzon in dealing with the Turks, but said there did come a time when Great Britain must put her foot down and that the arrogance of the Turk's claim to act as if he were conqueror instead of a defeated enemy must be met by firmness on the part of our Government (applause). His personal opinion was that that small portion of land in the Gallipoli Peninsula in which lay some of the flower of Great Britain and of her great Dominions must for ever be regarded as British soil and not as Turkish (applause).

### The Ruhr Invasion.

With regard to the Ruhr, Sir William said our Government made certain proposals not with the idea of enabling Germany to evade payment of her debts but because they thought that in those proposals lay the better chance of getting payment of those reparations. But at the same time they must realise that France and Belgium were entitled to take a different way and were quite within their rights in the action they had taken on the Ruhr. However prejudicial it might be to our trade, it must be realised that France was in an entirely different position to ourselves; she had suffered in a way we did not suffer, and was seeking merely the rights which belonged to her. She was trying to compel Germany to carry out her obligations under the Treaty of Versailles. He wondered what steps Germany would have taken had it been Great Britain or France not carrying out the terms of the Treaty imposed upon either of them! (hear, hear). The Labour Party with an extraordinary misconception of national ideas and national views, had proposed that British troops should be brought back and that we should leave our Allies in the lurch as if we had not fought side by side during the Great War. He was responsible for looking at those things from a trade point of view, and from that point of view he considered it almost essential that our army should remain where they were on the Ruhr (applause). He described the licence system under which trade between this country was possible.

### Our Debt to the U.S.A.

Turning to the question of the payment of our debt to America, Sir William said he wondered if our American friends realised that even on the lowest computation the payment of the debt meant a tax of £1 per head for every man, woman and child in this country for two generations to come. That was a great tax, and to place it upon posterity for two generations was incurring a very grave responsibility. Sir William traced how the debt arose—by the purchase of munitions for the benefit of our allies, France, Belgium and Italy, and said although we were bound in honour—and Great Britain never broke her word of honour—to pay that debt to the uttermost, he thought our friends might realise our position. We knew that France and Belgium were in difficulties to-day and although we knew that they were not taxed as highly as we were taxed, yet we felt we could not go to them and ask them to make arrangements for the payment of their debt to us. We shed our blood together—they were our Allies—and they were in trouble, and though Great Britain would pay her creditors to the uttermost farthing she would help them to the last drop of blood (applause).

Those were foreign difficulties—difficulties which he was sure they would all be willing to trust to the Government to carry through with that responsibility which was theirs and that devotion to the interests of the country which they, whether Conservative or Liberal, knew that they had at heart.

### Unemployment Palliatives.

There were other difficulties in regard to our trade. Without export trade we should starve. Four out of every five loaves of bread they ate in Bath came from abroad. They could only be paid for by our export trade, and our export trade was to-day down some 300 millions sterling compared with 1913. As a result we had 1¼ million unemployed. The great problem before the statesmen of to-day was how to remedy this question of unemployment. Doles, Poor Law relief, and the provision of artificial work would not remedy it. These were merely palliatives. The only cure for unemployment was employment. He was recently laughed at for making that statement. He was told it was the same as saying the only cure for insomnia was sleep. But surely that was so. They could take drugs, but it did not cure it. It only covered it up; and all these things which they tried for unemployment—and which they were bound to do in the cause of humanity—did not provide a remedy. The only possible remedy was an increase of that export trade to the volume it was before the war. If they got this 300 millions back, 95 per cent. of the present unemployed would be in full work, How to get it back was the problem we were called upon to face. We could only do it by producing articles others needed at such a price that people could afford to pay them, whether it be steel, textiles or Bath buns.

### Word to Trade Union Leaders.

He appealed to trade union leaders to realise that trade was international and not national, and that we had to compete with other nations. They might not have to compete with them in Bath, yet their prosperity was bound up with the prosperity of Manchester, Sheffield and Middlesborough. If they prospered, Bath would prosper. If they were failing, Bath would fail too. They were all bound up and intertwined together. He wanted everyone in this country to realise that trade was no longer national. He wanted men to be paid the greatest possible wages that they could earn. He was not one for cutting them down. Germany and Japan did not recognise a cost of living scale and yet our manufacturers had to compete with them. There must be greater cohesion between employers and employed if they were to get back that great trade export. There must be on the side of the employer a greater desire to work in harmony with his men and to realise in this 20th century they could not dictate as they were able to do in the early part of the 19th century. On the other hand, there must be a realisation on the part of the employee that

if he was to get work at all, he must be prepared to work his hardest and also that on him, in conjunction with the employer, depended the complete prosperity of the country and the getting back their position in the world.

### Markets Possible To-Day.

There was a possibility of obtaining markets even to-day with their present and slightly less cost of production. Most of the Central Europe markets were dead. America had built a tariff wall which made exportation difficult. Remember, however, that quality would beat any tariff in the world. There were, however, the markets of our Dominions. He would like to see the money spent on the dole employed for providing work for the manufacture of articles, like nails, that the Colonies needed. Let them devote some of the money to reducing the surplus population of these islands by means of emigration. There were over one million more souls in these islands than in 1914 in spite of all we lost in the war. Emigration had practically ceased during the last eight years, and we were piling up humanity in these islands at a rate we never piled it up before. At the same time our export trade was diminishing.

He had come to Bath because its prosperity was as important to the commerce of the country as any other town in the country. Theirs was a very active Chamber. He wanted them to make it not only a local but a national institution. He referred to the changed relations of the Government to trade in the last 30 years, the importance he attached to Chambers of Commerce, and his willingness to help them in any difficulties they wished to bring to his notice. (Applause.)

### Pegging Away for a City Hall.

The President in reply, dealt with the work of the local Chamber of Commerce and remarked that it was qualified by meeting the requirements of the Board of Trade to receive information collected by our consuls abroad. He spoke in favour of closer co-operation between the Chamber and the City Council, which he considered desirable for the furtherance of many schemes and improvements in Bath. He referred in terms of approval to the baths being managed by a committee of seven and said it was a great forward step and should lead to big things in the future. They wanted very badly a city hall, being now badly handicapped in that direction. They would go on pegging away in the hope that they would one day see the fulfilment of their desire (applause).

The President presented the ex-President with an illuminated and framed copy of the resolution of appreciation of his great services to the Chamber passed at the recent annual meeting, as well as a gold medallion as memento of his three years of office, and Mr. Evans very cordially acknowledged the gifts.

### The City and Commerce of Bath.

The Lord Mayor of Bristol, in proposing "The City and Commerce of Bath," said the city was something more than a mausoleum of the great men of the past; it was a metropolitan city, to which Bristol came a good second. In some respects Bristol was more provincial than Bath, which came near to the heart of London by reason of the men of note who graduated here. He was only telling them what they knew, but he knew they liked to hear it (laughter). He was glad to meet their generous Mayor. He understood he had the wherewithal to do it. But many men had the wherewithal but not the heart. He understood he had both (applause).

### Important Baths Development.

Responding, the Mayor remarked that the only export from Bath was renovated visitors; in fact its greatest export was their imports. The city wanted visitors and wanted visitors from all over the world, and it would pay them to come because the city had medicinal springs of high value. During his Mayoralty he wanted to do all that could possibly be done in discovering the exact scientific value of the mineral waters of Bath. If they could absolutely scientifically demonstrate what they knew pretty well did happen as regarded the curative properties of the water they would accomplish more than by all the advertising they did. A start had actually been made in that direction. The Mineral Baths Committee had decided to set aside a certain sum to be devoted to that purpose, and an expert had been engaged to work under the direction of two very bright and intelligent medical men of Bath—Dr. Gordon and Dr. Coates. They had actually initiated that work to which he attached very great importance (applause). He thought the Bath waters were a national asset, and he conceived it to be in some measure of national importance. He was looking to the future that Bath would be what it had not been in the past, a great clinical centre. It had advantages that no other city possessed. His Worship expressed the hope that the medical men of Bath would prosecute enquiries as to the ravages of rheumatoid diseases. They were dreadful and widespread, and if they could do anything to relieve the situation they would do great service in their day and generation (applause).

The Town Clerk, in a facetious speech, said he only heard of the fearful losses traders were making year after year (laughter). Yet nearly all of them paid their rates (laughter).

### Other Toasts.

"Our Visitors" were toasted at the instance of Mr. Walter J. Cook (vice-chairman), and Mr. E. T. Thornton (President of the Bristol Chamber of Commerce) responded and told several good stories.

The President, in cordial language, proposed the health of their active secretary, and Mr. Brice Mundy replying, said he should always work for the prosperity of the city and the chamber.

The harmony of the evening was supplied by Miss Lily Morgan and Mr. L. E. C. Baker, who were encored.

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## ASSOCIATION OF BRITISH CHAMBERS OF COMMERCE

### Quarterly Meeting.

Mr. David A. Evans and Mr. H. Brice Mundy, President and Secretary respectively, represented the Bath Chamber of Commerce at the quarterly meeting of the Association of British Chambers of Commerce, at the Hotel Victoria, London, on Wednesday, January 17th. The Bath President seconded the following resolution, moved by Mr. Clare Lees, of Manchester, and supported by Lord Southwark, which was carried unanimously: "That while this Association presses in the first instance for a return to penny postage, the attention of His Majesty's Government should be drawn to the fact that the charges for telegrams, cheque stamps and receipt stamps are all still 100 per cent. above pre-war, and that, as such charges form a most serious tax upon the trade and commerce of the country, His Majesty's Government be asked to reduce same to the pre-war rate." It was unanimously agreed that all Chambers throughout the country should concentrate upon obtaining the restoration of the penny post. Exeter brought forward the following resolution, which was seconded by the Bath secretary and adopted: "That the attention of the Postmaster-General be drawn to the necessity of re-introducing inland "sample post" as it at present exists for foreign and colonial post, and also that the only restrictions with regard to inland post for printed papers should be the same as for foreign and colonial post."

## Chamber and other Notices.

*Office :*—52 *Fore Street.*

*Office Hours :*—10 *a.m. to* 5 *p.m. Wednesdays to* 1 *p.m.*

*Telephone :*—115.

*Commercial Publications :—Books of Reference, Board of Trade and Consular Reports, etc., are at the service of the members and may be seen at the Secretary's Office.*

*The Secretary will be pleased to answer Railway, Postal, Fiscal and other enquiries on commercial matters, or will obtain special information from Government Departments, Consuls abroad, etc.*

*The Commercial interests and prosperity of Trowbridge and district are the Chamber's chief concern.*

*The Chamber issues Certificates of Origin for all countries where required.*

*Meetings :—The Council meets at the Town Hall, on the last Monday in each month. The Chamber meets quarterly, notice of which is sent to members.*

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## ANNUAL MEETING.

The annual meeting of the Chamber was held on Tuesday, January 30th, 1923, at the Town Hall. There was a large attendance of members. The President, Mr. J. H. Starkey, J.P., occupied the chair.

The President spoke of the great loss to the Chamber and to the industry of the town, in the death of Mr. G. K. McCall, one of the most progressive of the cloth manufacturers.

The annual report was presented by the Secretary, and together with the balance sheets adopted. It showed a good record of useful work, both local and in the wider activities of service.

The President, in felicitous terms, welcomed the new President, Mr. E. H. Payne, one of the founders of the Chamber, and one who has had an important share in the building up of the trade of the town.

The Vice-Presidents, Mr. H. G. Foley and Mr. Sidney Smith, were elected, also the Hon. Treasurer, Mr. F. J. Shaw.

The annual reception and dance was fixed for February 7th, regret was expressed that this date clashed with that of the Bristol Celebrations, but the Town Hall had been booked long in advance, and it was unavoidable.

Reference was made to the forthcoming Conference of Chambers at Bath.

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## HALL OF GAIETY.

### CHAMBER OF COMMERCE FESTIVAL AT TROWBRIDGE.

### A "Butterfly" Carnival.

A myriad of artificial butterflies, in every conceivable tint and colouring, whirled hither and thither over the heads of the happy dancers at the annual festival of the Trowbridge Chamber of Commerce, held at the Town Hall on Wednesday, evening, February 7th. The hall was one of animated gaiety, and in its transformed state formed the prettiest picture possible. It was in garb admirably adapted for this gala night, when the men of commerce, forgetting business and all the every-day worries of trade, with their ladies, went the merry round of the dance room, and held high carnival amid the coloured lights which peeped out here, there, and everywhere from shaded electroliers and from amid the greenery, which, embellished with artificial flowers in rich red colouring, was used in lavish profusion in the general decorative scheme.

An attractive feature was the stage, the ordinary dimensions of which had been considerably reduced. This was approached by two flights of steps, the dividing line being a bank of sweet-smelling hyacinths set in ferns, the balustrades being flanked by bamboo trees in leaf. Upon the carpeted dais itself a centre-piece canopy was formed by a huge Japanese umbrella, on either side being two of smaller dimensions. It was a pretty Arcadian picture, and to sitters-out afforded an excellent vantage point from which to look out upon the maze of dancers.

Round the hall were grouped at intervals more bamboo trees in boxes, while the walls were screened with a generous display of imitation almond-tree branches and blooms. Large mirrors upon the walls gave back a pleasant reflection everywhere and intensified the magnitude of the hall. The "musicians' gallery," or balcony, as it is more commonly known, was treated with an artistic dressing of laurel dappled with red flowers, imitative of rhododendrons, this imparting a rich and warm effect. The orchestra was accommodated in the oriel window recess, which was also florally treated.

#### Butterflies on the Wing.

But the most pleasing feature of all was the veritable forest of butterflies on the wing. Suspended by a gauze thread, they whirled in lifelike manner, fanned into action by the rollicking happy dancers. It was a novelty which strikingly appealed, and certainly introduced an extremely pretty kaleidoscopic effect, which was further intensified by the shadowy coloured lights.

The main landing was converted into a sitting-out apartment, enclosed with heavy hangings and lighter draperies. The stairs on the right approach was an embankment emblematical of spring. Here were flowering in all their varied beauties, daffodils, hyacinths, and rose-tinted azaleas, reposing upon a green bed, while behind were leafy palms and bamboos. Upon the main stairway was spread a rich red carpet and miniature fir trees standing sentinel-like on either side.

The spacious vestibule downstairs was also set apart as a retiring apartment, carpeted and furnished with inviting easies and lounges. The approach to the "bar" (which was set up in the magistrates' room) was spanned by a floral arch. The main buffet was located in the Board Room. where refreshments of all kinds were plentiful and varied.

There was a company of about 270, the guests being received by the outgoing President (Mr. J. H. Starkey, J.P.) and Mrs. Starkey.

Having regard to the wretchedly wet night the attendance was greater than could have been reasonably expected, but those who attended had a cordial reception from the genial President and his wife, and were rewarded by the warmth and brilliance of the animated indoor scene. The Council chamber was set apart for whist, and here there was a full complement of players. In the ball room the scene was of the gayest.

An excellent programme of dance music was played by Mr. E. C. Millington's orchestra, of the Music Saloon, Fore Street, Trowbridge, and the gaiety was kept up with much zest until after midnight.

### Whist Drive Awards.

The following were the winners in the whist drive. Ladies—1st, Miss M. Collier ; 2nd, Mrs. Hatcher ; 3rd, Mrs. B. Gowan (after cut with three others) ; consolation, Mrs. W. E. Avons. Gents.—1st, Mr. H. Matthews ; 2nd, Mr. Mines (after cut with Mr. Sainsbury) ; 3rd, Mr. R. Sainsbury ; consolation, Mr. E. H. Payne. The prizes which were distributed by Mrs. Starkey, were given by the President and his wife, Mr. E. H. Payne (president-elect), Mr. H. G. Foley and Mr. S. Smith (vice-presidents).

### Changing Over.

There was the customary pleasant little ceremony of investing the new President (Mr. E. H. Payne). In a happy little speech, Mr. Starkey referred to his pleasant year of office, and he then proceeded to transfer the chain of office to the shoulders of his successor, Mr. Payne suitably replying to the compliments paid.

It should be added that the general arrangements were ably supervised by Mr. A. J. Darling (secretary to the Chamber) assisted by prominent members. To Miss Freeth belongs the credit of the decorative scheme, which all agreed was novel and effective. The furnishings were by Messrs. Knees, Ltd. ; while the caterers for the supper were Messrs. Smith and King, of Fore Street, and for licensed refreshments, Mr. E. A. Eades, of the "New Inn," Silver Street. The floral embellishments were in the hands of Messrs. W. J. Stokes & Son, of the Hilperton Marsh Nurseries.

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## ASSOCIATION OF BRITISH CHAMBERS OF COMMERCE.

*29th January*, 1923.

The attention of the Chambers is drawn to the following reply which has been received from the Railway Clearing House :—

Railway Clearing House,
Seymour Street, N.W.1.
*17th January*, 1923.

### Cloak Room Charges for Shop Parcels.

Dear Sir,—With reference to the interview which your Association and the National Chamber of Trade had with the General Managers on the 16th October last, and to my letter of the 14th ultimo : the subject of Cloak-room Charges for "Shop Parcels" has been further considered, and I have the pleasure to inform you that those Companies who recognise the cloak-room arrangements for "Shop Parcels" have reduced the deposit charge from 3d. to 2d. per package.

Yours truly,
P. H. Price.

R. B. Dunwoody, Esq.,
Association of British Chambers of Commerce.

## APATHY.

Things have come to a point where somebody ought to read the Riot Act when only one member out of 20 attends a Board of Trade meeting at which a subject of vital interest to his business and the City is up for consideration.

As a general rule the business man has not been so burdened with tasks during the past year or so that he could not show enough Civic pride or business sense to attend meetings of real concern to himself and his City. Even in questions involving the future progress and prosperity of the West : freight rates, telegraph tolls, etc., only a fraction of the membership took time to attend the meetings. Business men need to be jolted into a better understanding and better appreciation of their Board of Trade. Everywhere there is a persistent tendency to evade responsibility for a share in Community work.

Richard Spillane, writing in the "Philadephia Public Ledger" recently, told of a meeting of the Transportation Bureau of the Philadelphia Chamber of Commerce at which problems of vital importance to the shippers were to be discussed. Important decisions were to be made in time to place them before the Inter-State Commerce Commission the following week. 200 invitations were sent out to traffic managers and business men vitally interested in the subject to be discussed. Nine of the persons addressed attended the meeting. There have also been cases where calls were sent to 500 business men and about 25 responded, and where calls were sent to 200 and 300 and 10 or 12 attended.

"The Chamber of Commerce might do well by adopting a rule to drop sluggards and laggards from its membership," writes Mr. Spillane. "It might also consider the action taken by a recent President of the San Francisco Chamber of Commerce. The Chamber had become moribund. The new President sent out a notice for a meeting. Few responded. Next time he sent a telegram to every member "collect'. Then he got a lot of them together.

"'What does this mean, sending a "collect" telegram to me ?' one member after another demanded.

"'It means,' said Mr. Drum, 'that you have not been serving this Chamber as a member should. It means, too, that you will attend meetings when they are called or you will get some more telegrams "collect." We want workers in this body, not work-dodgers. It is only by work that we can make the Chamber the great and important organization it should be. Everybody profits from the intelligent and earnest effort of an active Chamber of Commerce. We all are affected diversely by an inert, inactive Chamber of Commerce. If you are going to remain as a member, you must be an active member. We have little use for deadwood.'"—*Winnipeg Community Builder.*

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## TEXTILES.

### Hamburg Cotton Market (*From H.M. Consul-General.*)

The favourable parity in price between East Indian and American cotton continues, but is less marked in spite of the decline in American cotton. German consumption of cotton, which was regarded last year as an important factor in the American export trade, will be one of considerably less importance this season. It is believed, however, that the German market will be receptive for cotton waste and the relatively cheaper South American cottons. Stocks of Comrah cottons, the price of which has recently fallen substantially, are available. Various consignments are reported to have been shipped to Hamburg from China. Cotton imports at Hamburg from all sources during November totalled 16,338 bales.

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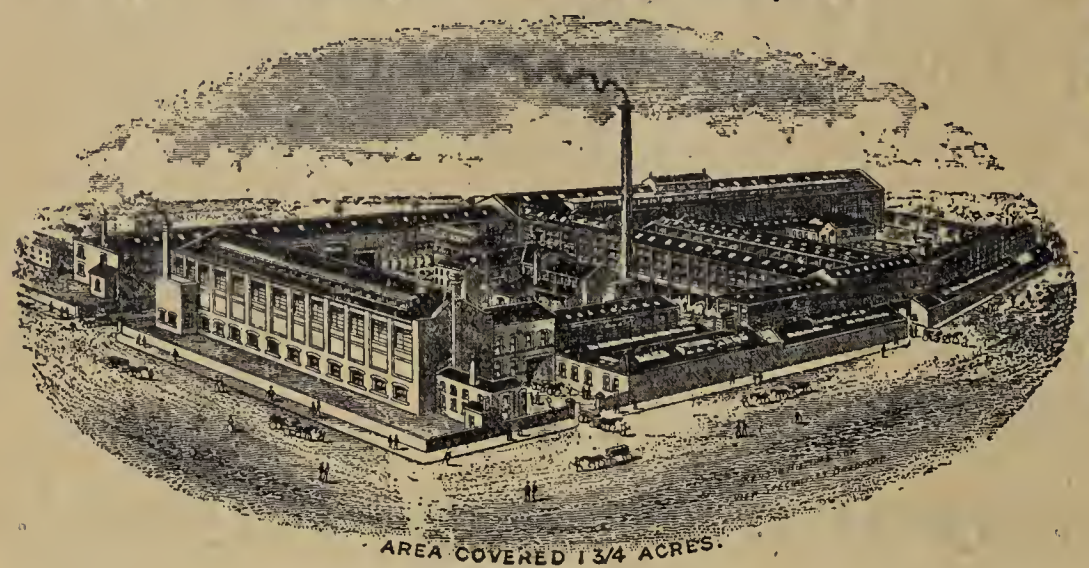
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|---|---|---|
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| Titanic Oxide ($TiO_2$) | 1.39 | ,, |
| Alumina ($Al_2O_3$) | 20.35 | ,, |
| Ferric Oxide ($Fe_2O_3$) | 5.00 | ,, |
| Magnesia (MgO) | 0.72 | ,, |
| Lime (CaO) | 0.44 | ,, |
| Potash ($K_2O$) | 1.66 | ,, |
| Soda ($Na_2O$) | 0.52 | ,, |
| Loss when calcined over 109° C. | 8.90 | ,, |
| | 99.52 | |

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## PARCEL TRAFFIC.

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## SITES FOR WORKS.

A valuable service is rendered to manufacturers by the Great Western Railway in connection with sites for Works adjoining the line. A register of sites is kept by the Chief Goods Manager at Paddington Station, which traders would do well to consult. Every effort is made to render this register as complete and up-to-date as possible, and owners of land and estate agents are invited to co-operate in this task by sending particulars of suitable sites.

**FOR FULL INFORMATION APPLY—**

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**Freight Services:**
**The District Goods Manager, G.W.R., Temple Meads Station, Bristol.**

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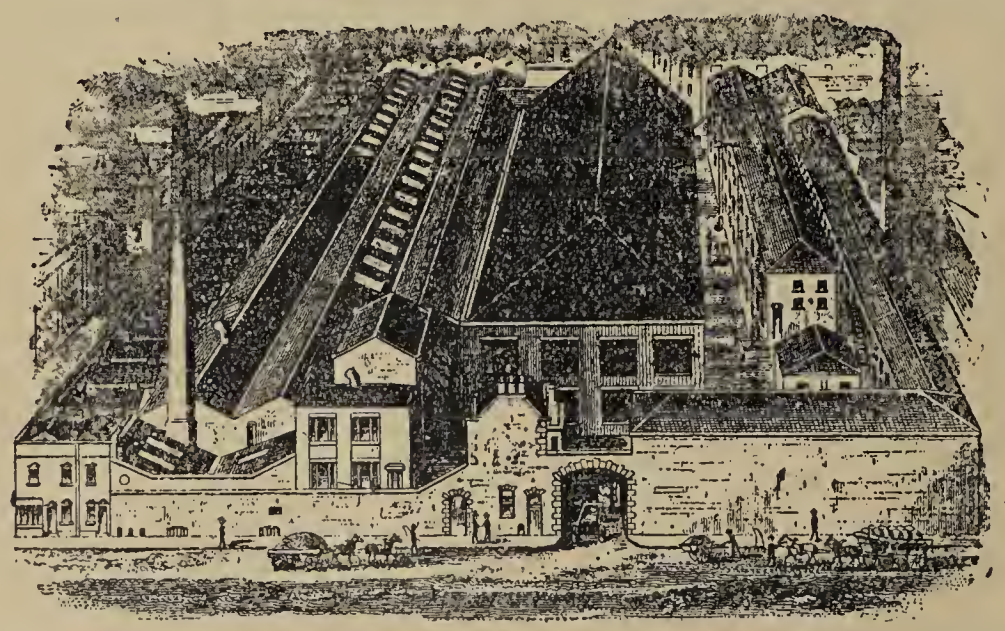
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BRISTOL BATH TROWBRIDGE

# CLASSIFIED TRADE INDEX

The following are Code abbreviations:—

4th Ed.—A B C (4th Edition). 5th Ed.—A B C (5th Edition). B.—Bentley's. E.—Engineering. L.—Lieber's. M.I.—Marconi International. P.—Private. W.U.—Western Union.

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## BOOT PROTECTORS

**John Giles & Sons, Ltd.,** Manufacturers of the "Giles" Boot Protector, Bedminster, Bristol. Telegrams, "Giles, Bristol." Code: 5th Ed. Telephone No.: 4703, 4704 Bristol. Advt. page xxvii.

## BOOT & SHOE MANUFACTURERS.

**Lindrea & Co., Ltd.,** Exporters of Sole and Upper Leather, Boots and Shoes, Shoe Mercery and Grindery, etc., Bristol. Telegrams: "Lindrea, Bristol." Code: 5th and 6th Eds. and Widebrook. Telephone Nos. 3114 and 394, Bristol. Advt. back cover.

## BREWERS' ENGINEERS.

**Wilson & Co., Ltd.,** Brewery and General Engineers, Iron and Brass Founders, Vat and Back Makers, Coppersmiths, Welshmill Road, Frome. Tel. Address: "Wilson. Frome." Tel. 22. Advt. page vii.

## BRICK MANUFACTURERS.

**Cattybrook Brick Co., Ltd.,** Manufacturers of Light, Dark and Plum Red Facing and Moulded Bricks, Buff and Blue Bricks, Fire Bricks and Clays, Boiler Seatings, Flue Covers, Slabs, etc., Provident Buildings, 15 Clare Street, Bristol. Telegrams: "Cattybrook, Bristol." Telephone No. 54 Bristol. Advt. page xvi.

## BUILDING SOCIETY.

**Bristol, West of England and South Wales Permanent Building Society.** Founded in 1850 to afford safe investment, and to lend money on mortgage. Secretary: Richard Lowe, 9–11 St. Stephen's Street, Bristol. Advt. page iv.

## BUILDERS & CONTRACTORS.

**Thomas Weeks & Sons, Ltd.,** Building Contractors to H.M. Office of Works, War Office, and Corporate Bodies, Ashton Gate, Bristol. Telegrams and Telephone No. Bristol 3038. Advt. page xxviii.

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## CHEMICAL MANUFACTURERS

**United Alkali Co., Ltd.,** Netham Works Bristol. Head Office: Cunard Building, Liverpool. Advt page xviii.

## CIDER.

**Carr & Quick, Ltd.,** Makers of "The Wine of Devon," the Cider which stands alone. 15/16 Queen Street, Exeter. Telephone: "Wine, Exeter." Telephone Nos. 598, 599, 600 Exeter.

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**Todd & Co., Ltd.,** High-Grade Men's, Youths' and Boys' Clothing, Ready-to-Wear and to measure, Wear-proof Tweeds, Beacon Serges, Temple Gate, Bristol. Telegrams: "Todd, Bristol." Telephone No. 1728 Bristol. Advt. page xxvi.

**Chas. Wills & Sons, Ltd.,** Manufacturers of Men's, Juveniles' and Ladies' Clothing. Wholesale and Export only. Rupert Street, Bristol. Telegrams: "Rupert, Bristol." Telephone No. 1451, Bristol.

## COAL.

**East Bristol Collieries, Ltd.,** Colliery Proprietors, Coal Factors and Merchants Speedwell Road, St. George, Bristol. Telegrams: "Coal, Bristol." Telephone No. 93 Kingswood. Advt. page xxiv.

## COCOA AND CHOCOLATE MANUFACTURERS.

**J. S. Fry & Sons, Ltd.,** Cocoas and Chocolates of World-wide reputation, Bristol. Telegrams "Fry, Bristol." Code: 5th Ed. Telephone No. (Order Dept.) 5620, Bristol. Advt. page xx.

## DAIRY PRODUCE.

**Wilts United Dairies, Ltd.** Dairy Produce, Fancy Provisions, Proprietors "Diploma" Brand Full Cream English Condensed Milk, Trowbridge, Wilts. Telegrams: "Dairy, Trowbridge." Code: P. Telephone No. 106, Trowbridge (3 lines). Advt. page xxiv.

## ENGINEERS.

**Alfred Danks, Limited,** General Engineering work of every description. All kinds of Rainwater and Sanitary Goods for the Building Trade. Emlyn Works, Gloucester. Telegrams: "Pulleys, Gloucester." Telephone No. 896 Gloucester. Advt. page xiv.

**G. N. Haden & Sons, Ltd.,** Specialities: Heating, Ventilation, Hot and Cold Water Supply, Cooking and Laundry Plants, Heat Economisers, Drying Plants, etc., Trowbridge. Telegrams: "Haden, Trowbridge." Codes: 5th Ed., L., M.I. Telephone No. 2, Trowbridge. Advt. page iii.

**Llewellins & James, Ltd.,** Coppersmiths, Brassfounders, Bellfounders, Manufacturers of Tar Spraying Machines, General and Brewery Engineers, Castle Green, Bristol. Telegrams: "Llewellin James, Bristol." Code: 5th Ed. Telephone 3100 and 3101, Bristol. Advt. page xxvii.

**Huxham & Brown's.** All classes of machinery for Tanners, Curriers and Light Leather Manufacturers, Exeter Telegrams: "Huxhams, Exeter" Telephone No. 105 Exeter. Advt. page xxiv.

## FISH, GAME AND POULTRY MERCHANTS.

**Bigwoods Ltd.,** Fish, Game, Poultry and Ice Merchants, Salmon Factors, 59 Baldwin Street, Bristol, also Woolster Street, Plymouth, and Quay, Brixham. Telegrams: "Bigwoods, Bristol." Telephones: Bristol, 2741; Plymouth, 1185; Brixham, 2.

## FLAX & HEMP SPINNERS.

**Stephens Bros. & Martin,** Hemp and Flax Line and Tow Spinners, Weavers' Merchants and Manufacturers, St. Philip's Hemp and Flax Mills, Bristol. Telegrams: "Stephens, Bristol." Code: 5th Ed. Telephone No. 1111, Bristol. Advt. page xviii.

## FRUIT MERCHANTS.

**W. H. Eyles & Co.,** Dried, Green and Canned Fruit Merchants, and Importers, Crow Lane, Bristol. Telegrams: "Banana, Bristol." Telephone Nos. 3560 and 3561.

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## FURNITURE.

**Colston Furniture Co.** "Adapto" Patent Adjustable Chairs and Settees. Old King Street, Bristol. Advt. page iv.

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**Lindrea & Co., Ltd.,** Exporters of Sole and Upper Leather, Boots and Shoes, Shoe Mercery and Grindery, etc., Bristol. Telegrams: "Lindrea, Bristol." Code: 5th and 6th Eds. and Widebrook. Telephone Nos. 3114 and 394, Bristol. Advt. back cover.

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**Somerset & Dorset Paper Co., Ltd.,** Makers of Leatherboard Boxes for packing everything, Boxall Works, Yeovil. Telegrams: "Boxes, Yeovil." Telephone 100 Yeovil. Advt. page xxiii.

## LOCOMOTIVES.

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## MANUFACTURERS' AGENTS.

**Albert E. Allen & Co.,** Cotton and Woollen Goods for Wholesale only, 33 Broad Street, Bristol. Telephone No. 481, Bristol. Midlands Office: 34 Newspaper House, Corporation Street, Birmingham. Telephone No. Central 7332, Birmingham.

**J. Chester Langdon,** Agent for Manufacturers of Cotton and Woollen Piece Goods for the Wholesale and Clothing Trades, 61 Broad Street, Bristol. Telephone 190. Telegraphic Address: "Textrine."

**Naish & Son,** Haberdashery Specialists, 1 Kenilworth Road, Bristol. Members of the Manufacturers' Association of Great Britain and Ireland. Enquiries (home and abroad) solicited. All goods ex Mills.

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**Bristol Marble and Granite Co., Ltd.,** Marble, Granite and Slate Merchants and Manufacturers, Cumberland Road, Bristol. Telegrams: "Sicilian, Bristol." Code: A.B.C. Telephone No. 47, Bristol. Advt page ii.

## MOTOR ENGINEERS.

**F. G. Cox & Co. & Howard Stephens Ltd.,** Automobile Engineers and Agents, Coachbnilders and Painters. Sales Dept., Colston Street: Repairs Depot, Berkeley Avenue, Park Street. Bristol. Telephone 2451 Telegrams: "Speedy." Advt. page xxviii.

**Harris & Hasell Ltd.,** West of England Distributors of Motor Cars, Commercial Motors, Tyres, etc., 141 Victoria Street, Bristol. Telegrams: "Ribbed, Bristol." Code: 5th Ed. Telephone No. 5454.

## OIL IMPORTERS.

**Francis F. Fox & Co.,** Oils, Colours, Chemicals and Drysalteries. Proprietors of "Motrate" Motor Oils and Greases, Little George Street, Bristol. Telegrams: "Fox, Bristol." Telephone No. 19, Bristol. Advt. page vi.

## PAINT, VARNISH, &c., MANUFACTURERS.

**Colthurst & Harding, Ltd.,** Paints, Colours, Varnishes. Oil Boilers and Refiners, Tar and Rosin Distillers, Temple Gate, Bristol. Telegrams: "Phœnix, Bristol." Telephone No. 3931 (4 lines) Bristol.

**John Hall & Sons (Bristol and London) Ltd.,** Manufacturers of Paints, Enamels and Varnishes, Overmantels, Leaded Lights and Mirrors, Broadmead, Bristol. Telegrams,: "Hall, Bristol." Code: M.I. Telephone Nos. 256 and 257, Bristol. London: Pancras Road, N.W. Telegrams: "John Hall." Telephone No. 3456/7, Museum, London. Advt. page xxvi.

**James Rudman, Ltd.,** Manufacturers of Paints, Varnishes and Colours, etc., for the Home and Export Trade, Cambrian Colour Works, Bristol. Telegrams: "Rudman, Bristol." Telephone No. 211 Bristol. Advt. page xii.

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**Arrowsmith's,** General, Commercial and Colour Printers, Catalogues, Showcards and Fine Art Work, Quay Street and Small Street, Bristol. Telegrams: "Arrowsmith, Bristol," Telephone No. 98, Bristol. Advt. page viii.

## PROVISION MERCHANTS.

**H. H. & S. Budgett & Co., Ltd.,** Wholesale Grocers, Produce Importers and Merchants, Nelson Street, Bristol. Telegrams. "Budgett, Bristol." Codes: 4th and 5th Eds. Telephone No. 1860 (5 lines). Advt. page ii.

**Spsar Bros. & Clark, Ltd.,** General Provision and Produce Merchants and Importers, English Cheese Factors, Wiltshire Bacon and Ham Curers and Sausage Manufacturers, 36 Victoria Street, Bristol, and 10 High Street, Bloomsbury, London, W.C. 2. Telephone Nos. 2988 and 4740 Bristol; 1092 City, London; 1313 Bath; 2840 Birmingham. Advt page ix.

**J. B. Williams & Co.,** Provision Importers and Wholesale Grocers, Quay, Gloucester. Telegrams: "Williams, Quay, Gloucester." Code: 5th Ed. Telephone No. 184, Gloucester.

## PUBLISHERS.

**Railway and Shipping Journal Publishing Co.,** Publishers of the Bristol A.B.C. Railway Rates Book. 12 Cherry Street, Birmingham. Advt. page i.

## QUARRY OWNERS.

**Bath & Portland Stone Firms, Ltd.,** Portland Stone and Bath Stone Quarry Owners, Abbey Yard, Bath. Telegrams "Oolite, Bath." Telephone No. 205, Bath. Advt. page vi.

**Elm Park and Corsham Down Bath Stone Co., Ltd.,** Bath Stone Quarry Owners and Exporters of Bath Stone to America, Manvers Street, Bath. Telegrams: 'Quarries, Bath." Code: B. Telephone No. 919, Bath. Advt. page ii.

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**Bristol Sand and Gravel Co.,** Sand Suction Dredger Owners, Cement Merchants, Ballast Contractors, 129 Redcliff Street, Bristol. Telegrams: "Pebble, Bristol." Telephone No. 2133, Bristol.

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**R. & J. H. Rea, Ltd.,** Towage, Lighterage, Stevedoring Bunkers (Coal and Oil), Contractors to the Admiralty, 28 Baldwin Street, Bristol. Telegrams: "Igneus, Bristol." Codes: 5th Ed., Scotts (10th Ed.) Telephone Nos. 4435 and 4436, Bristol. Advt. page ix.

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**Mark Whitwill & Son,** Chartering Agents, Bunker Coal and Oil Suppliers, Ships' Sales Brokers, Forwarding Agents, Grove Avenue, Bristol. Telegrams: "Whitwill, Bristol." Codes: 5th Ed., Scotts (10th Ed.) Watkins, A.1. Telephone No. 5610, Bristol. Advt. page viii.

**Whitwill, Cole & Co., Ltd.,** Steamship Brokers and Coal and Coke Exporters, 28 Baldwin Street, Bristol. Telegrams: "Zeal, Bristol." Telephone No. 1137, Bristol. Advt. page iv.

## STEAMSHIP OWNERS.

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**Wm. Butler & Co. (Bristol) Ltd.**, Tar, Rosin and Petrolcum Distillers, Oil and Grease Manufacturers, Turpentine, Rosin Importers, St. Philip's, Bristol. Telegrams: "Butler, Bristol." Code: 4th and 5th Eds. Telephone No. 4681, Bristol. (P.B.E.) Advt. page v.

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**Wickham & Norris, Ltd.**, Timber Merchants and Importers, Wapping Dock, Bristol. Telegrams: "Wickham, Bristol." Code: 5th Ed. Telephone No. 3644 (2 lines), Bristol. Advt. page xxiii.

## TOBACCO AND CIGARETTE MANUFACTURERS.

**W. D. & H. O. Wills**, Branch of The Imperial Tobacco Company (of Great Britain and Ireland). Limited, Bristol. Telegrams: "Wills, Bristol" Telephone No. 5700, Bristol. Advt. page 3 of cover.

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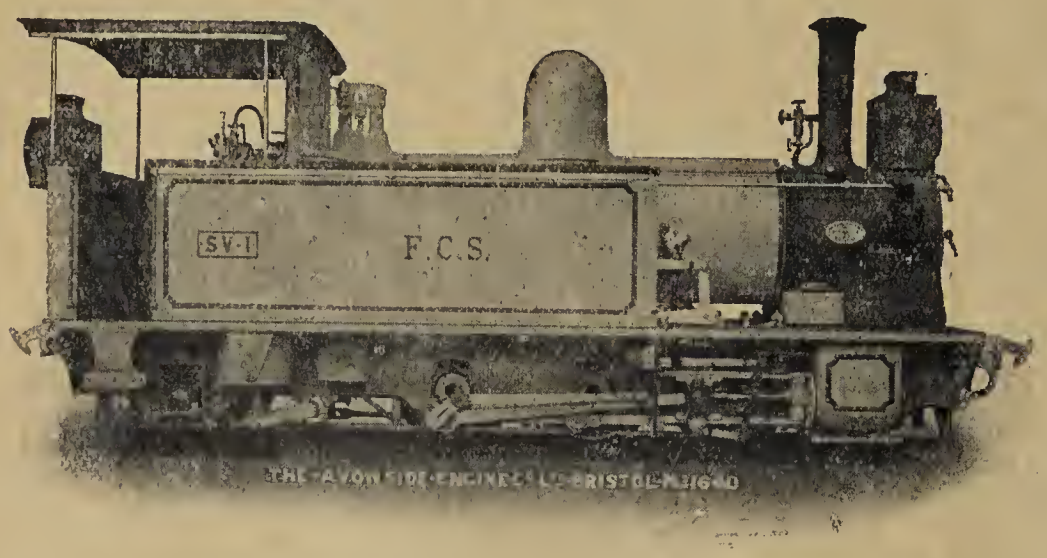
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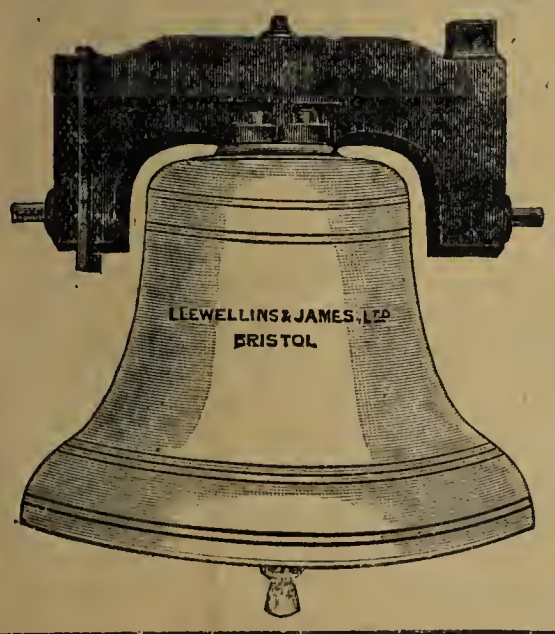
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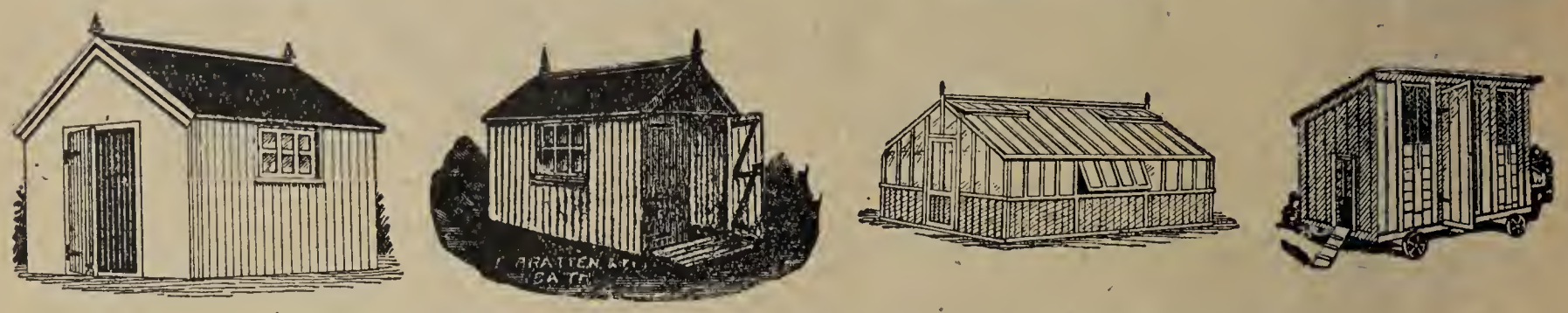
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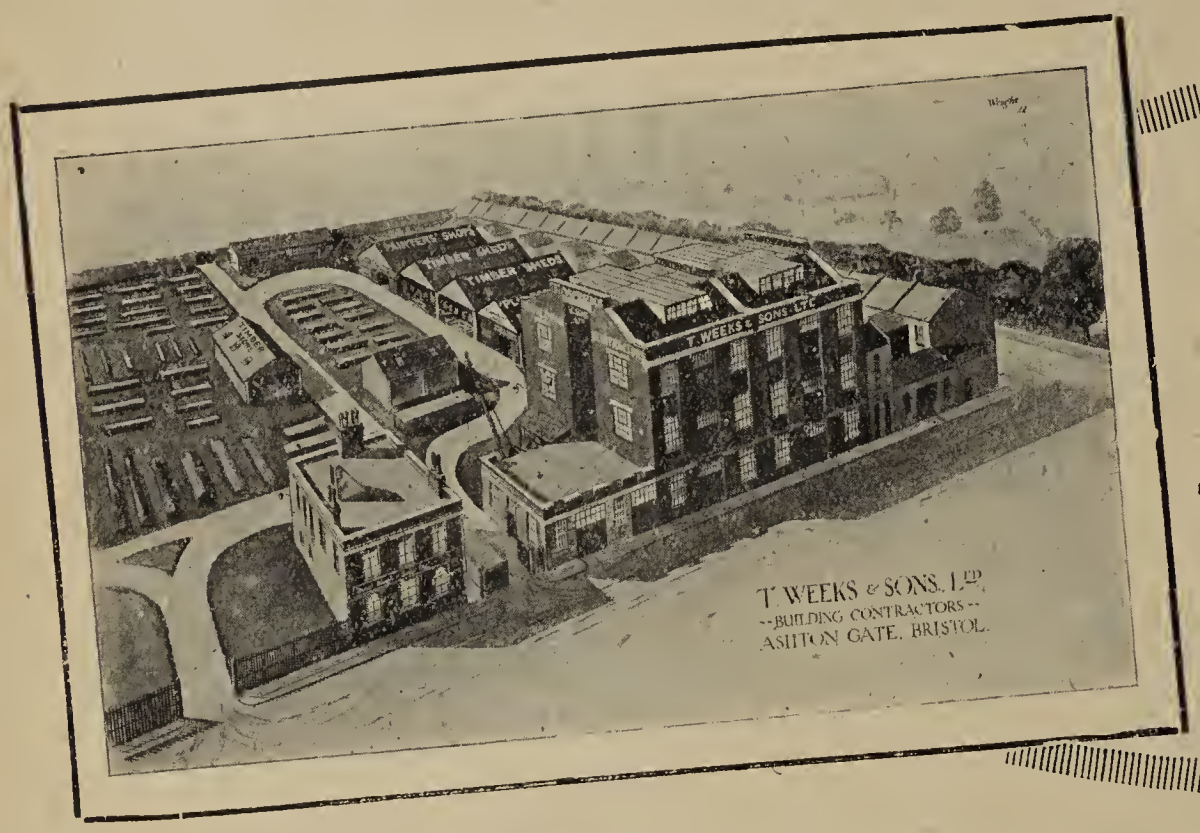
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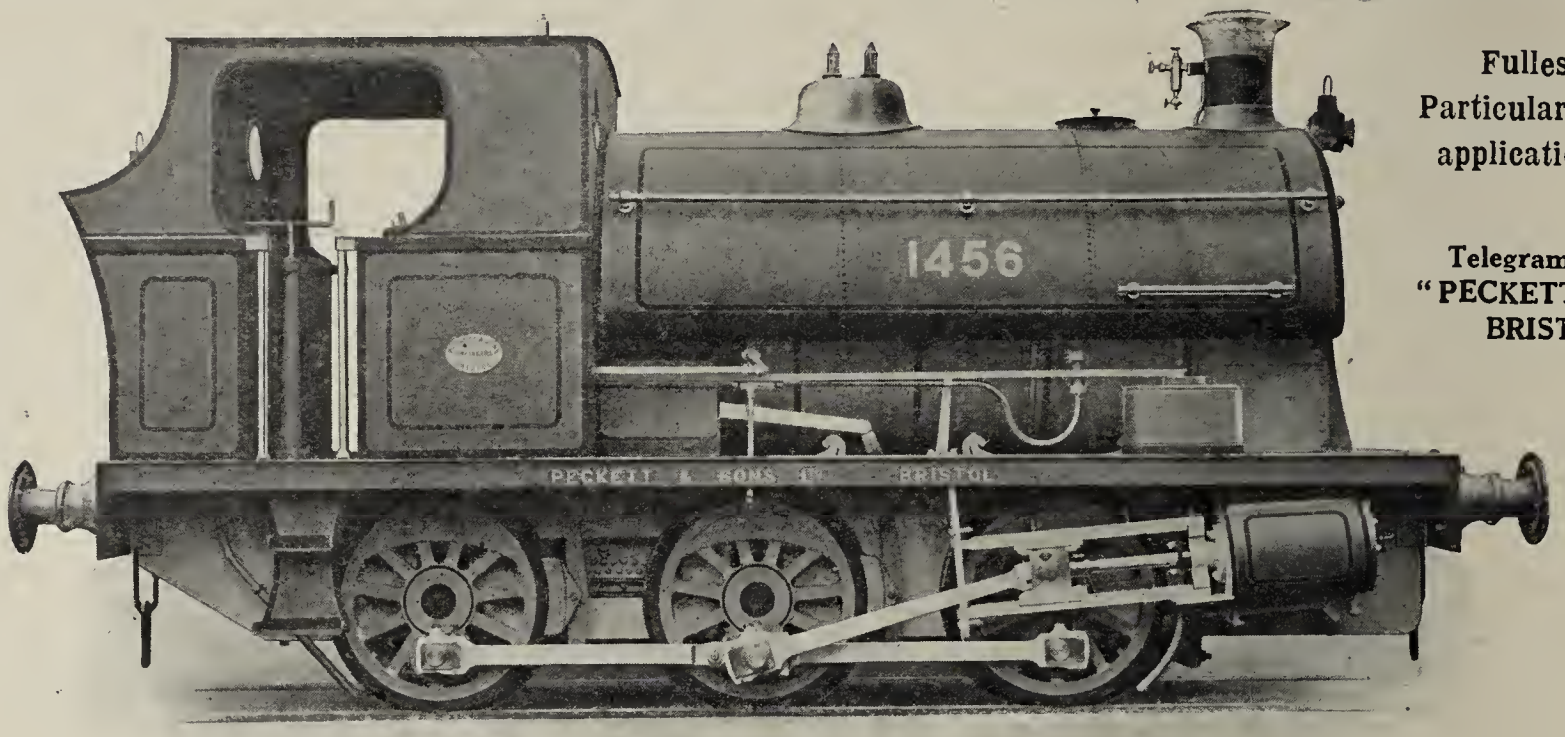
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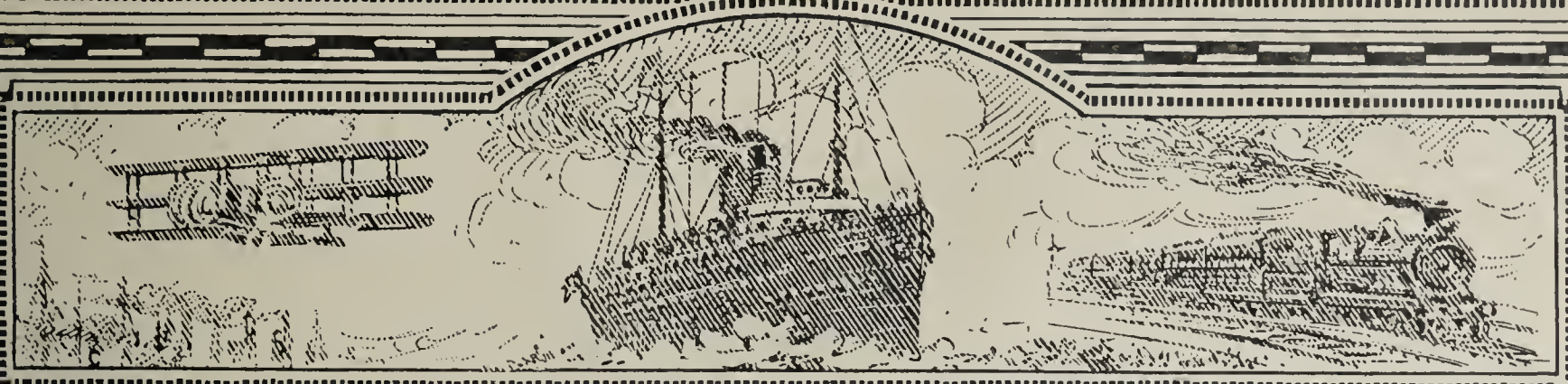
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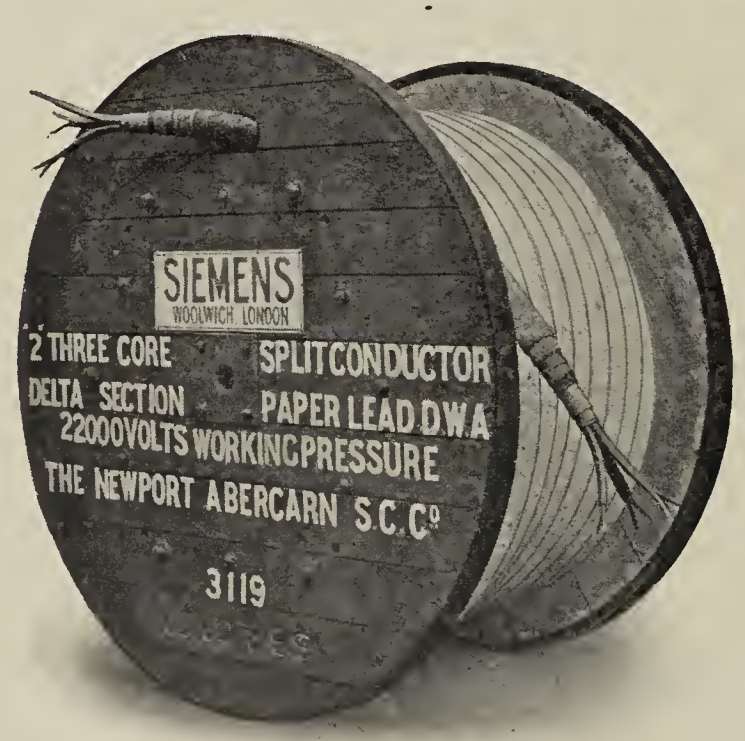
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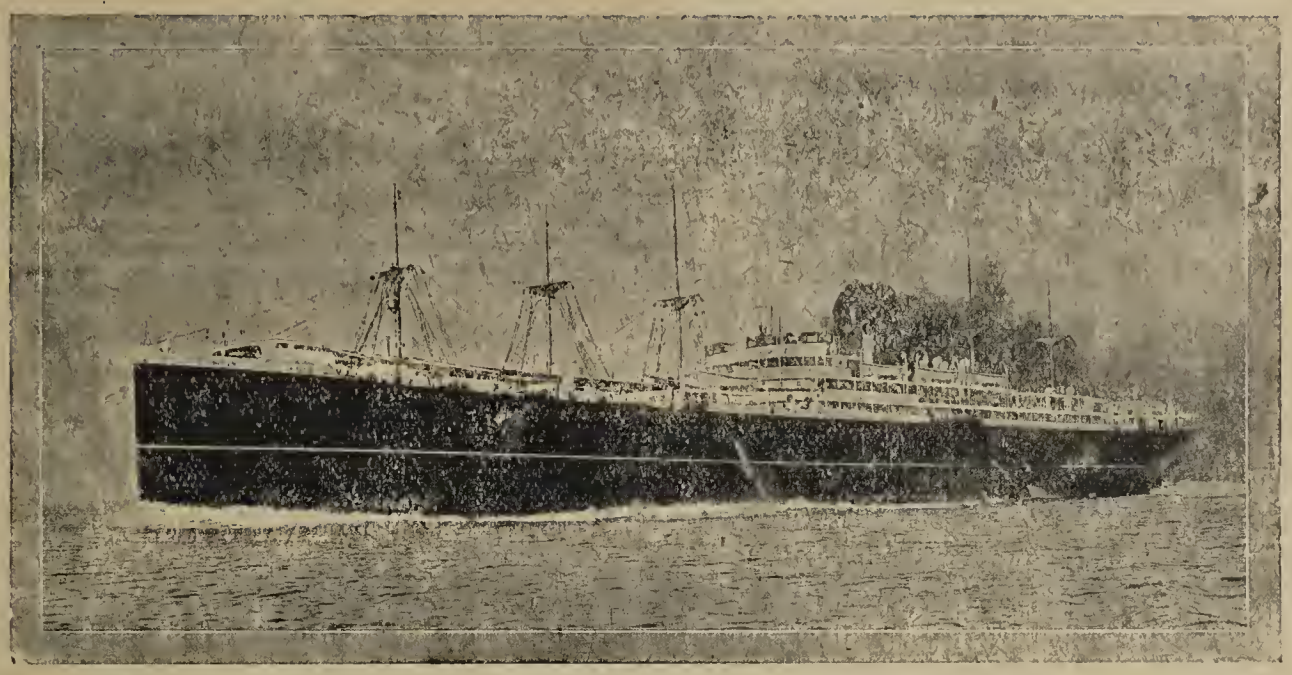
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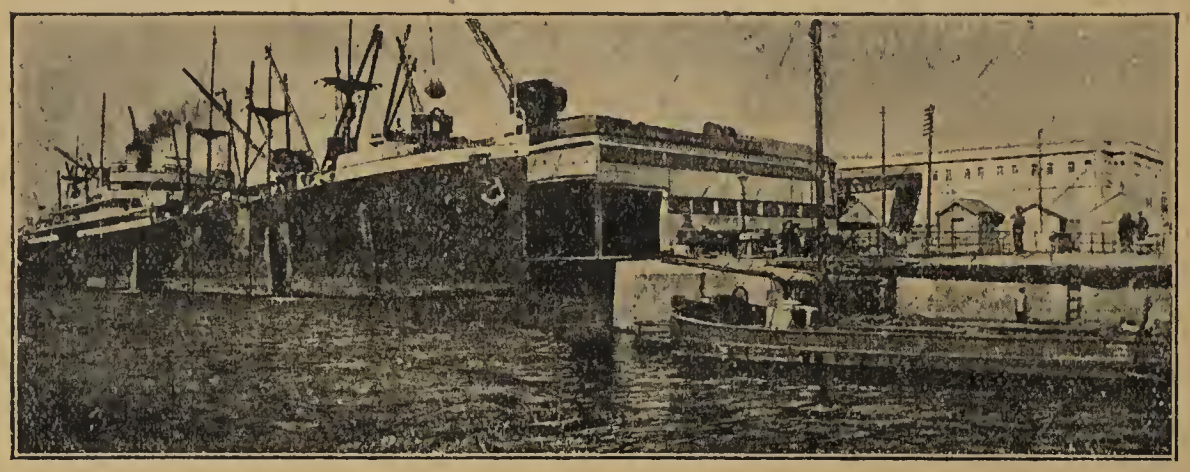
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# The Port of Bristol—Sailings.

| COUNTRY OR PORT. | NAME OF LINE. | AGENT IN BRISTOL. | TEL. No. |
|---|---|---|---|
| **Amsterdam** | Holland S.S. Co. | Turner, Edwards & Co. | Bristol 122 |
| ,, | Bristol Steam Nav. Co. | Bristol Steam Nav. Co. | ,, 3831 |
| **Australian Ports** | Federal | Bethell, Gwyn & Co. | ,, 428 |
| **Baltimore** | Cunard | Cunard S.S. Co., Ltd. | ,, 4030 |
| ,, | Baltimore S.S. Co. | F. C. Strick & Co.,Ltd. | ,, 5 |
| **Bayonne** | Hutchison | Turner, Edwards & Co. | ,, 122 |
| **Belfast** | Bristol, Belfast & Glasgow | Mark Whitwill & Son | ,, 5610 |
| **Bideford** | Gilchrist's RegularTraders | Rob. Gilchrist & Co. | ,, 271 |
| **Bordeaux** | Hutchison | Turner, Edwards & Co. | ,, 122 |
| **Bremen** | J. & P. Hutchison | E. Stock & Sons | ,, 73 |
| **Cadiz** | Edwards | Turner, Edwards & Co. | ,, 122 |
| **Canadian Ports** | Cunard-Anchor-Donaldson | Cunard S.S. Co., Ltd. | ,, 4030 |
| ,, | Dominion | Dominion Line | ,, 1808 |
| ,, | C.P.R. | Canadian Pacific Rly. | ,, 1836 |
| **Cardiff** | Gilchrist's RegularTraders | Rob. Gilchrist & Co. | ,, 271 |
| **Central American Ports** | Elders & Fyffes | Elders & Fyffes, Ltd. | Avonmouth 61 |
| ,, ,, | (*via* New York) | Chas. Hill & Sons | Bristol 3948 |
| ,, ,, | ( ,, ,, ,, ) | Cunard S.S. Co., Ltd. | ,, 4030 |
| ,, ,, | ( ,, Amsterdam) | Turner, Edwards & Co. | ,, 122 |
| **Channel Islands** | | Chas. Hill & Sons | ,, 3948 |
| **Charente** | Edwards | Turner, Edwards & Co. | ,, 122 |
| **Charleston, S.C.** | Carolina | Bethell, Gwyn & Co. | ,, 428 |
| **Christiania** | Standard | Whitwill, Cole & Co. | ,, 1137 |
| **Colombia** | Elders & Fyffes | Elders & Fyffes, Ltd. | Avonmouth 61 |
| ,, | (*via* New York) | Cunard S.S. Co., Ltd. | Bristol 4030 |
| ,, | ( ,, ,, ,, ) | Chas. Hill & Sons | ,, 3948 |
| **Copenhagen** | (*via* Amsterdam) | Turner, Edwards & Co. | ,, 122 |
| **Cork** | City of Cork S.P. Co. | City of Cork S.P. Co. | ,, 1942 |
| **Cuban Ports** | (*via* New York) | Chas. Hill & Sons | ,, 3948 |
| ,, ,, | ( ,, ,, ,, ) | Cunard S.S. Co., Ltd. | ,, 4030 |
| **Dublin** | Bristol Steam Nav. Co. | Bristol Steam Nav. Co. | ,, 3831 |
| **Dundee** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Falmouth** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Fiji** | (*via* Sydney) | Bethell, Gwyn & Co. | ,, 428 |
| **Genoa** | Anglo-Italian | Mark Whitwill & Son | Bristol 5610 |
| ,, | Golden Cross | James & Hodder | ,, 5 |
| **Glasgow** | Bristol, Belfast & Glasgow | Mark Whitwill & Son | ,, 5610 |
| **Gloucester** | Regular Sailings | Severn & Canal Carrying Co. | ,, 53 |
| ,, | ,, ,, | T. R. Brown & Son | ,, 2595 |
| ,, | ,, ,, | B. Perry & Sons, Ltd. | ,, 944 |
| **Gothenburg** | Gothenburg | Whitwill, Cole & Co. | ,, 1137 |
| ,, | (*via* Amsterdam) | Turner, Edwards & Co. | ,, 122 |
| **Greenock** | Bristol, Belfast & Glasgow | Mark Whitwill & Son | ,, 5610 |
| **Hamburg** | J. & P. Hutchison | E. Stock & Sons | ,, 73 |
| **Havre** | Worms | James & Hodder | ,, 5 |
| **Hayle** | Gilchrist's RegularTraders | Rob. Gilchrist & Co. | ,, 271 |
| **Hayti** | (*via* New York) | Chas. Hill & Sons | ,, 3948 |
| ,, | ( ,, ,, ,, ) | Cunard S.S. Co., Ltd. | ,, 4030 |
| **Honolulu** | (*via* Sydney) | Bethell, Gwyn & Co. | ,, 428 |
| **Hull** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Kingston (Ja.)** | (Passengers & Mails) | Elders & Fyffes, Ltd. | Avonmouth 61 |
| **Kirkcaldy** | Coast | Coast Lines, Ltd. | Bristol 1942 |
| **Leghorn** | Anglo-Italian | Mark Whitwill & Son | ,, 5610 |
| ,, | Golden Cross | James & Hodder | ,, 5 |
| **Leith** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Levuka** | (*via* Sydney) | Bethell, Gwyn & Co. | ,, 428 |
| **Lisbon** | Edwards | Turner, Edwards & Co. | ,, 122 |
| **Liverpool** | Coast | Coast Lines, Ltd. | Bristol 1942 |
| ,, | Gilchrist's RegularTraders | Rob. Gilchrist & Co. | ,, 271 |
| **London** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Malaga** | Golden Cross | James & Hodder | ,, 5 |
| ,, | Edwards | Turner, Edwards & Co. | ,, 122 |
| **Manchester** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Marsellles** | Golden Cross | James & Hodder | ,, 5 |
| ,, | Anglo-Italian | Mark Whitwill & Son | ,, 5610 |
| **Mexican Ports** | (*via* New York) | Cunard S.S. Co., Ltd. | ,, 4030 |
| ,, ,, | ( ,, ,, ,, ) | Chas. Hill & Sons | ,, 3948 |
| **Middlesbrough** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Nantes** | Hutchison | Turner, Edwards & Co. | ,, 122 |
| **Naples** | Anglo-Italian | Mark Whitwill & Son | ,, 5610 |
| **Newcastle-on-Tyne** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **New Orleans** | Dixie | Chas. Hill & Sons | ,, 3948 |
| **Newport, Mon.** | Gilchrist's RegularTraders | Rob. Gilchrist & Co. | ,, 271 |
| **New York** | Bristol City | Chas. Hill & Sons | ,, 3948 |
| ,, ,, | Winchester | James & Hodder | ,, 5 |
| **New Zealand** | Federal | Bethell, Gwyn & Co. | ,, 428 |
| **Norfolk, Va.** | Bristol City | Chas. Hill & Sons | ,, 3948 |
| **Norway (East)** | Standard | Whitwill, Cole & Co. | ,, 1137 |
| **Oporto** | Edwards | Turner, Edwards & Co. | ,, 122 |
| **Palermo** | Anglo-Italian | Mark Whitwill & Son | ,, 5610 |
| **Paris** | (*via* Rouen) | James & Hodder | ,, 5 |
| **Penzance** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Philadelphia** | Bristol City | Chas. Hill & Sons | ,, 3948 |
| ,, | Cunard | Cunard S.S. Co., Ltd. | ,, 4030 |
| ,, | Baltimore S.S. Co. | F. C. Strick & Co. | ,, 5 |
| **Plymouth** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Portland, Me.** | Dominion | Dominion Line | ,, 1808 |
| **Portland, Ore.** | Isthmian | Bethell, Gwyn & Co. | ,, 428 |
| **Porto Rico** | (*via* New York) | Cunard S.S. Co., Ltd. | ,, 4030 |
| ,, ,, | ( ,, ,, ,, ) | Chas. Hill & Sons | ,, 3948 |
| **Portsmouth** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Portuguese Ports** | Edwards | Turner, Edwards & Co. | ,, 122 |
| **Rotterdam** | Bristol Steam Nav. Co. | Bristol Steam Nav. Co. | ,, 3831 |
| ,, | (*via* Amsterdam) | Turner, Edwards & Co. | ,, 122 |
| **Rouen** | Worms | James & Hodder | ,, 5 |
| ,, | Hutchison | Turner, Edwards & Co. | ,, 122 |
| **San Francisco** | Isthmian | Bethell, Gwyn & Co. | ,, 428 |
| **Seattle** | Isthmian | Bethell, Gwyn & Co. | ,, 428 |
| **Sicilian Ports** | Anglo-Italian | Mark Whitwill & Son | ,, 5610 |
| **South African Ports** | (*via* Amsterdam) | Turner, Edwards & Co. | ,, 122 |
| **South American Ports** | ( ,, ,, ) | Turner, Edwards & Co. | ,, 122 |
| **Southampton** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Spanish Ports** | Edwards | Turner, Edwards & Co. | ,, 122 |
| ,, ,, | Golden Cross | James & Hodder | ,, 5 |
| ,, ,, | MacAndrews | Mark Whitwill & Son | ,, 5610 |
| **Stockholm** | East Sweden | Whitwill, Cole & Co. | ,, 1137 |
| **Swedish Ports** | East Sweden | Whitwill, Cole & Co. | ,, 1137 |
| **Torquay** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Treport** | John Harrison | E. Stock & Son | ,, 73 |
| **Vancouver** | Isthmian | Bethell, Gwyn & Co. | ,, 428 |
| **Vera Cruz** | (*via* New York) | Chas. Hill & Sons | ,, 3948 |
| **Waterford** | Waterford | Clyde Shipping Co. | ,, 2422 |
| **West Africa** | (*via* Amsterdam) | Turner, Edwards & Co. | ,, 122 |
| **West Indies** | Elders & Fyffes (Jamaica) | Elders & Fyffes, Ltd. | Avonmouth 61 |
| ,, ,, | (*via* Amsterdam) | Turner, Edwards & Co. | Bristol 122 |
| **Wexford** | Coast | Coast Lines, Ltd. | ,, 1942 |

¶ Traders having export or import cargo in view are invited to communicate with the respective Shipping Agents whose names and telephone numbers are set out above; or with

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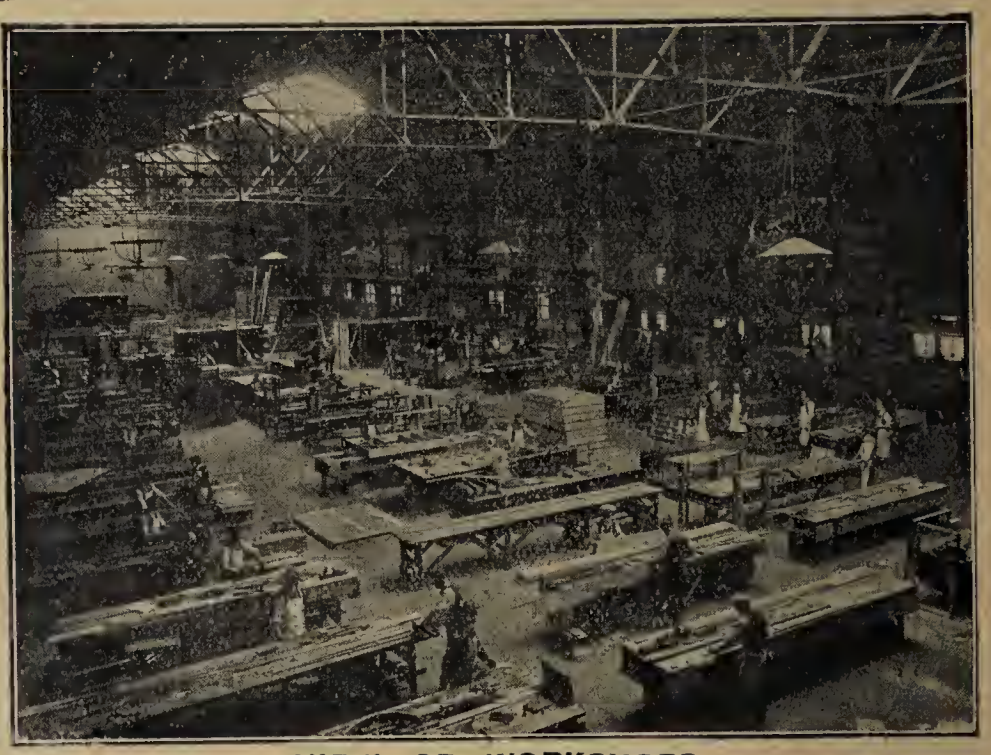
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MONTHLY JOURNAL

OF THE

BRISTOL AND WEST OF ENGLAND

CHAMBERS OF COMMERCE

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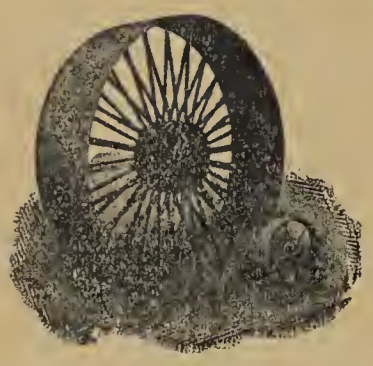
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**It is suggested that after this Journal has been perused, it should be circulated among your staff. The advertising pages as well as the literary matter should be of considerable interest.**

## Editorial Notices.

*The Bristol Incorporated Chamber of Commerce and Shipping accepts no responsibility for the opinions expressed in articles or letters appearing in this Journal.*

*Space is necessarily limited, but the Editors will be pleased to consider short articles or letters on subjects of general mercantile, trade, or industrial interest, and to insert them, if possible.*

*Inquiries for advertisement spaces should be addressed to the Bristol Incorporated Chamber of Commerce and Shipping, the Guildhall, Small Street, Bristol.*

## Chamber Notices.

*Offices:—Chamber of Commerce, Guildhall, Small Street, Bristol.*

*Office Hours:*—9.30 *a.m.* to 5 *p.m.* (*Saturdays*, 9.30 *a.m.* to 12.30 *p.m.*)

*Telephone:—Bristol* 368.

*Telegraphic Address:—"Chamber Commerce, Bristol."*

*Council Meetings are held on the third Wednesday in each month.*

*The Chamber is able to give or to obtain information respecting Railway Rates and Conditions, Tariffs, Customs Regulations, Openings for Trade, appointment of agents abroad, and other commercial matters.*

*Certificates of Origin, etc., may be obtained on application to the Secretary.*

———:o:———

# THE CHAMBER OF COMMERCE AS AN EMPIRE FACTOR.

The following Address was given by Mr. Gerard E. Fox, ex-President of the Bristol Chamber of Commerce, at the Bristol Branch of the Royal Colonial Institute on the 26th February, 1923:—

It may be well to begin by defining our terms—What is a Chamber of Commerce and what exactly do we mean by an Empire Factor? A Chamber of Commerce is a body of business firms, Companies and Corporations, and also of individuals (not necessarily of the male sex only) associated together for the purpose primarily of protecting and fostering the Commerce of their particular locality.

One cannot be too emphatic in pointing out the immense difference that there is or ought to be between a Chamber of Commerce and a Trade Association. The latter exists solely for the benefit of its Members, and when the interests of the Trade Association and its Members clash with those of other Trade Associations, or of the public generally then it is the question of what is best for the Association, and not what is best in the public interest which counts. This statement may be denied, but I think all the same it will generally be found to be true, just as the same thing is true in the case of Trade Unions and Employers' Federations. But when we come to the Chamber of Commerce we find, or ought to find, an entirely different spirit, and questions in regard to Commerce are looked at from an entirely different angle. The officers and Council of a Chamber of Commerce have not to consider in the first instance what is the best course to pursue, or what line of action should be adopted in order to benefit their own personal interests, or even the interests of the Members of the Chamber, unless those interests are identical with those of the whole commercial community of the district.

Another important point to bear in mind is that the prosperity or otherwise of the Commerce of a city, port or district affects practically every individual in the community, however little they may think that Commerce concerns them. There is no need for me to labour this point, and I only mention it to suggest that Membership of a Chamber of Commerce need not be confined entirely to Manufacturers and Traders, or even to professions directly concerned with trade such as the Law, Banking, Insurance, Accountancy and the like.

Commercial prosperity is reflected in medical, naval, military, scholastic and even ecclesiastical circles, and in the Civil Service, especially in a place like Bristol where prosperous Dock business would mean lower Rates.

For good or ill the Bristol, Avonmouth, and Portishead Docks belong to the Ratepayers of this City, and it would seem to be a good investment for every Citizen to become a Member of the Chamber, if only to provide sufficient funds to foster by every means the trade of the Port.

Is it not a matter for surprise that in such a City as this, with nearly 400,000 inhabitants, we should have less than 500 Members in the Chamber of Commerce, or less than $\frac{1}{8}$ of 1%. In Birmingham, with a population of nearly a million the Chamber consists of nearly 4,000 Members, or ·4% and in some other districts the proportion is even larger.

In many of the Cities of the United States where they appreciate the value of such organisations more than we do here, the proportion of Members of the Chambers of Commerce or Boards of Trade, as they are called, is 1% or more of the population. In Seattle for instance with a population of only about 300,000 the Membership of the Chamber is over 3,000 and they have an income of over £20,000 a year by means of which the trade and prosperity of the City is being increased by leaps and bounds.

It is rather a common practice in Bristol to pat ourselves on the back, but in this matter as in many others, we really appear to lag far behind owing to our apathy and want of vision.

The principal objects of a Chamber of Commerce are:—

(1) To promote and protect the commercial interests of the locality.
(2) To promote or oppose legislation both Parliamentary and Municipal which may help or hinder those interests.
(3) To organise Commercial Arbitration.
(4) To collect and disseminate commercial statistics.
(5) To help forward technical education.

The organization of a live Chamber which possesses sufficient funds for the purpose can provide its Members with information as to markets etc., from all parts of the World. Our own Chamber is of great use to numbers of its Members, but it is a physical impossibility with the income at our command to do one tithe of what we could do.

The first Chamber of Commerce of which there appears to be any record was established at Marseilles in the year 1599. It took over work which had hitherto been performed nominally, at any rate, by the Town Council, and in a few years it became the most powerful factor in looking after French Trade in the Mediterranean. Other Chambers were formed throughout France before the year 1758 when the first British Chamber was started in Jersey.

From that time onward Chambers came into being in rapid succession and links were created throughout this great Empire of ours which were eventually to be forged into a chain.

But for many years, indeed until about the year 1858, they were separate links only.

Now—turning from Chambers of Commerce for a moment—what do we mean by an Empire Factor? The word Factor is defined in my dictionary among other meanings as one of two or more quantities which multiplied together form a product, and what I want to show you if I can, is what a Factor of Empire we possess—if only we will make good use of it, in the hundreds of Chambers of Commerce which extend throughout Great Britain and the Dominions.

The first thing to do was to link up the various Chambers in the Country—and at the instigation of the Bristol Chamber the Association of British Chambers of Commerce was inaugurated in 1858 at a time when, as we heard last week, our politicians appeared to be more intent in cutting the Colonies adrift than in uniting them with the Mother Country into one Empire.

It should redound to the credit of the London Chamber of Commerce which was only established in 1881 that it was the first to suggest and organise the Imperial Council of Commerce whereby all the separate links grew into one solid and continuous chain. This Imperial Council invited representatives from all the Chambers throughout the Empire to meet in London in the year 1886 and similar Congresses have been held since in the years 1892, 1896, 1900, 1903, 1906, 1909, 1912 and 1920. That of 1903 was held in Montreal and among the Bristol Representatives which attended it were Mr., now Sir Sidney Humphries, Mr., now Sir George Davies, Mr. Palliser Martin and the late Mr. Mark Whitwill. In 1909 the Congress was held at Sydney, when Mr. Palliser Martin again represented Bristol, accompanied by that veteran Bristol Freeman and Ambassador of Commerce, Mr. Henry L. Riseley. In 1920 the Congress was at Toronto, when the Bristol representative was Mr. Cecil Powell, who contributed to our Chamber of Commerce Journal a vivid account of the Meetings and subsequent tours.

It would take too long to give you an adequate description of these tremendously important Congresses, but the one held in London in the year 1900 may be noted as having in all probability crystallized in Mr. Joseph Chamberlain's mind the ideas which doubtless had been already floating there in a nebulous state with regard to Empire Preference and fostering of Empire Trade.

When it is stated that these Congresses have been attended both in London and elsewhere by Delegates from over 300 Chambers scattered over the British Empire it will be gathered what a Factor of Empire these Chambers have become

There are many Acts of Parliament of the utmost importance to British Trade which are now operative entirely owing to the efforts and the persistence of Chambers of Commerce expressed either through the Association in this Country or through these Congresses of Chambers of Commerce of the Empire.

Such vital questions as the Codification of Commercial Law, Validity of English Judgments in the Colonies, Insolvency Laws, the Decimal and Metric Systems of Coinage and Weights and Measures, the Sugar Bounties, Trade Marks, the Exploitation of the Natural Resources of the Empire, Imperial Penny Post, Emigration, Commercial Education, Cable and Wireless Communication, and Imperial Air Routes are among those which have occupied the attention of Congress after Congress.

In reading the Reports one cannot but be struck at the tremendous difference of opinion in the Debates on Empire Preference, the *bête noire* of the Manchester School, but the cherished protégé of many of our Dominions beyond the seas, notably of Canada.

Most of us are aware that our Government has summoned an Economic Council of the Empire to be held in London at an early date, and leading representatives from Chambers of Commerce of the Empire will take part in the deliberations with results which may be far reaching. It may be mentioned too that it is intended to hold the next Congress of Empire Chambers in London in 1924, during the run of the British Empire Exhibition.

Although not directly connected with my subject, I should like to say a few words about this Exhibition, which should certainly prove to be another important factor of Empire. The papers have been full recently of grumbles, criticisms and complaints, judging from which people might be excused for imagining that the whole thing was going to be a failure. It is curious how fond we Britishers are of belittling our own efforts and of hiding our light under a bushel. It cannot be too widely known that the success of the Exhibition is already absolutely assured. The various overseas Dominions have secured for their pavilions and exhibits over 700,000 square feet of space at Wembley Park, which may be said to compare favourably with the 110,000 feet which they occupied at the Franco-British Exhibition in 1908, the largest hitherto held in this Country. If you hear people running down the Exhibition, I would beg of you to make them acquainted with the true facts.

Returning now to the Imperial Council of Chambers of Commerce it should be mentioned that Mr. Palliser Martin is a Member of the Council of the British Imperial Chambers of Commerce which organises these Congresses, that its Secretary is Mr. Charles Musgrave, who is also Secretary of the London Chamber, and that the President of the next Congress will be the Earl of Derby.

I would call attention to the fact that next year, 1924, will thus be an important one both for the Empire and for the Chambers of Commerce, and in Bristol we shall be celebrating the Jubilee of the Incorporation of our Chamber. Whether our Chairman to-night continues in office as President for next year or whether the Senior Vice-President takes over the office, it is certain there will be plenty to occupy his attention and there will be opportunities for great work to be done by the President, both for Bristol and the Empire.

I would submit that the two most important questions to be dealt with at the 1924 Congress will be Imperial Free Trade and Emigration.

This is not the place to weary you with figures, and it is quite likely that for particular Trades the British Dominions beyond the seas may not be so useful either as Customers or Producers, as certain countries outside the Empire.

But one may be quite sure that as time goes on and as population flows from Great Britain with greater rapidity to the Dominions our Empire Trade speaking generally will

increase and Imperial Free Trade will become a vital necessity.

The other subject on which Chambers of Commerce may become indeed a Factor of Empire is in the encouragement and organisation of Emigration. Unless we can arrange to emigrate from this Country at least two million people I fear our unemployment problem will not only never be solved but must continually grow greater. In this matter some of the Trade Union Leaders throughout the Empire appear to exhibit either the most crass ignorance, or the most narrow-minded self-interest. Here our sentimental Little Englanders speak in Parliament and elsewhere as if leaving home for other parts of the World were something to lament, while in many parts of the Dominions the Trade Unions have turned themselves into the closest of close corporations which refuse to encourage immigration from motives which can only be described as selfish, narrow and short-sighted.

If by means of Chambers of Commerce education and enlightenment in such matters as these can be spread among the masses of our people, they will indeed become a Factor of Empire in the best and biggest sense of the word.

From East to West the circling word has passed,
Till West is East beside our land-locked blue,
From East to West the tested chain holds fast
The well-forged link rings true.

———:o:———

## AN ASPECT OF GERMANY TO-DAY.

It is very difficult in these days, in spite of the multitude of books and newspapers produced in the world, to obtain an accurate idea of circumstances prevailing in other countries. Probably the very number of the sources of information, in some cases strongly prejudiced, is the chief reason for a confused picture in our minds. It is not unlikely that most foreigners have an entirely false conception of the conditions prevailing in Great Britain. Doubtless many of them still believe we did very well for ourselves in the War, and few appreciate the dreadful extent of unemployment in our land or its baneful effects.

I feel sure that the following extracts from letters lately received from a former President in Bristol, who has visited Germany since the beginning of the year, will prove of interest, showing as they do some of the conditions in that country. His sympathies are wholly with the French, and he says he was openly told by influential Germans that they have made up their minds that they will pay no reparations.

" The question of the German Mark is all humbug. The French are doing the right thing, and, if they are persistent, they will bring the big magnates to their heels. Germans only understand brute force. The feeling towards English people is remarkably good, just the reverse of what one would expect, and for 10s. English money per week one can live well. It is true that the Germans make the foreigners pay extra, but a few hundred marks on your bill plays no part in our money. I always found that the foreigner tax amounted to either fractions of a penny, or say twopence, at the outside. I found no cause of complaint—in fact some of the charges were a huge joke. For instance, I travelled with a friend by railway a distance equal to London to Manchester, second class, and I paid the grand total for the two tickets of eleven pence halfpenny. We had an excellent full course midday meal in the dining car, plus a large bottle of red French wine and some German lager beer. Here, of course, we expected to be fleeced a bit, but I paid for the whole of the above extravagance one shilling and a halfpenny. (Two lunches, wine and beer.)

" The feeling towards Belgians or French was very bad, but very good towards English people. This good feeling, however, is purely artificial, and is in fact a parcel of a new German propaganda. The Germans are doing everything possible to split the Entente, and, if possible, bring about an Alliance with them, i.e., Germany and England.

" The whole German Nation is unscrupulous. There is little honesty left. The whole position in Germany is bluff, humbug and nonsense. Skilled workmen in factories are paid from 8d. to 1s. per day. No wonder they can flood the world's markets with cheap goods. All foodstuffs are sold retail in the shops below first-hand London prices, in spite of the fact that they have to buy such articles as rice, Rangoon beans, oranges, raisins, currants, coffee, etc., etc., abroad, for it is the policy of the industrial magnates to sell under cost to keep down the rate of wages. Here are some of the prices, in marks, which I made a note of after seeing various grades exhibited for sale in shop windows *per German pound*, which is equal to 1⅛ English pounds:—Dried peas 600, margarine 2,200, raisins 2,000, oats, 640, currants 2,500, rice 750, coffee-beans (roasted) 6,700, sugar 450.

" Next to nothing is seriously taxed in Germany. Everybody spends every mark they earn, as quickly as possible. Everybody is well-dressed and well-booted. Every theatre is full, every picture palace crowded out, cabarets full, and beer flows like water. It is just a fortnight ago to-day," he writes on February 10th, " since I was in Cologne and I do not think any great difference could have taken place in that short time. I obtained 140,000 marks to the £, equal to just on 600 marks to the penny.

" In the Ardlon Hotel in Berlin (one of Berlin's best hotels) the price for a first-class room per night was 10,000 marks. This hotel is always full of foreigners and thus is dear. In the country however the average price for a first-class room in an excellent country hotel was about 2,000 marks per night. On the other hand, excellent four-room flats, plus a good bath-room, are to be had in the west end of Berlin for 4,000 marks per month. The central heating in these flats is extra, namely 4,000 marks per month. In the country towns the prices of flats are about one-third of the Berlin prices. Ever since the Armistice the building trade has been booming in Germany and thousands of new houses have sprung up everywhere and thus thousands of millions of marks have been sunk in this way. Everybody is busy and unemployment is practically unknown. It is a case of work or starve. There are no doles."

C. Powell.

———:o:———

## BIRMINGHAM AND THE SEA.

The promotion of Mr. Neville Chamberlain, who has been for many years so closely associated with Committees of Inquiry into waterways development, may possibly mean a quickening of Cabinet interest in this important question. The prosperity of the Midlands is undoubtedly a national question which deserves all the press publicity which is being, or can be, accorded to it. Some points of interest bearing upon canal developments in the direction of the Bristol Channel appear in this issue among the general notes included under our heading " The Port of Bristol."

## THE PORT OF BRISTOL.

"Birmingham and the Sea" is a question which is now very acute although very slow moving. A broad consensus of opinion steadily grows in favour of development by way of the Bristol Channel. That this opinion is, however, not yet unanimous is shown by a report published in the last issue of the Journal of the Dudley Chamber of Commerce at one of whose recent meetings a canal to Liverpool in preference was advocated by a leading member on the grounds that superior shipping facilities existed at that port.

* * * * * *

With all respect to the Dudley speaker's view, it is obviously, from the Midland traders' own standpoint, a very short-sighted one, having in mind two things; firstly, the well-known and far greater economy and practicality of the Bristol Channel route (which already possesses the larger dimensions over all save a fraction of its length); and, secondly, the fact that if Midland manufacturers *do* get to command a developed water route to the sea they can also to the full extent of their traffic *call in* the shipping lines. For shipping lines, however long-established, are not fossilized but *movable* things, always ready to go where cargo-collecting facilities economically offer.

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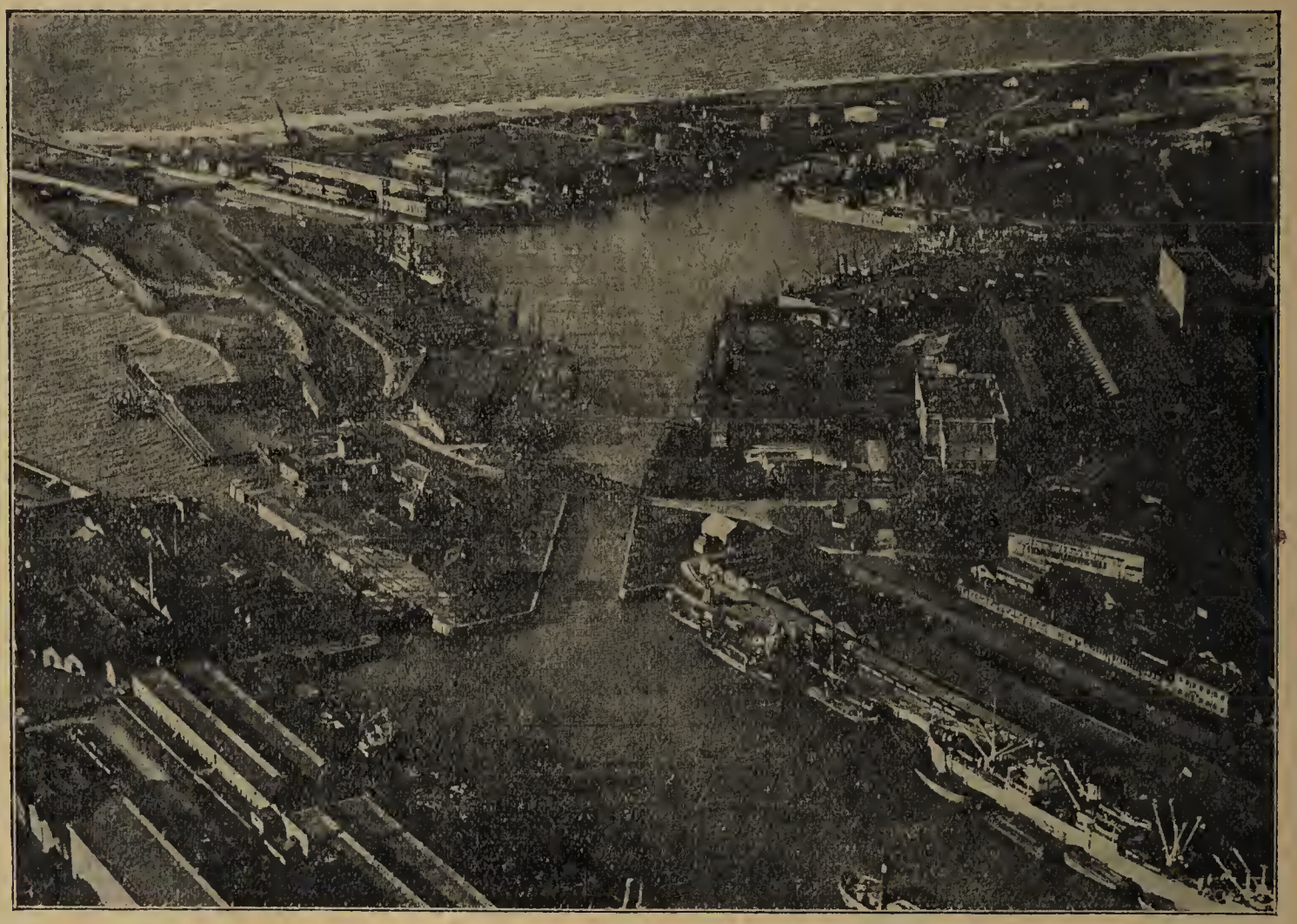
The waterway between Birmingham and the Bristol Channel, even as it already exists to-day, renders to Birmingham and neighbouring towns definite and distinct service. Not only does it of itself sustain an appreciable share of actual traffic, but, by virtue of its being independent of any railway control over its rates, it exercises in its competitive capacity—actual and potential—a restraining influence upon railway charges between Birmingham and the sea—and this potential influence of the Bristol waterway extends not only to Bristol railway rates, but also has its effect upon Birmingham and District connections with the coast generally.

* * * * * *

To ignore that influence; to risk its removal by failure to render every practical support and *development* of it; to withhold from it any possible single ton of suitable traffic available—expecially at the present juncture of impending railway rates recasting—would manifest a short-sightedness on the part of traders to a degree that can scarcely be exaggerated. The "bull" effect upon railway rates generally that would ensue at traders' expense would most likely be irretrievable.

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To advocate as this Dudley speaker did, the immense project of a 300-ton canal to be newly cut between the Midlands and Liverpool, as against the far more easily attained and more ready-made route by way of the Severn, *is to risk a side-tracking of the practical politics of the question.*



Aerial View of Avonmouth and Royal Edward Docks, showing Cold Stores and Royal Edward Granary in the right of picture.

A fair succession of vessels from Australia and New Zealand have been discharging at Avonmouth as follows:—

| Steamer. | Arrived | From | Meat Cargo. |
|---|---|---|---|
| "Northumberland" | Jan. 27 | Australia | Frozen Mutton |
| "Middlesex" | Feb. 12 | New Zealand | Frozen Mutton and Beef. |
| "Cornwall" | Feb. 25 | Australia | Frozen Mutton and Lamb. |
| "Essex" | Feb. 26 | Australia | Frozen Lamb and Mutton. |

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The quantities have not been large, as market conditions appear to have produced a state of hand-to-mouth orders. Cold storage is in small demand all over the country, owing, it is understood, to the fact that such produce as is being

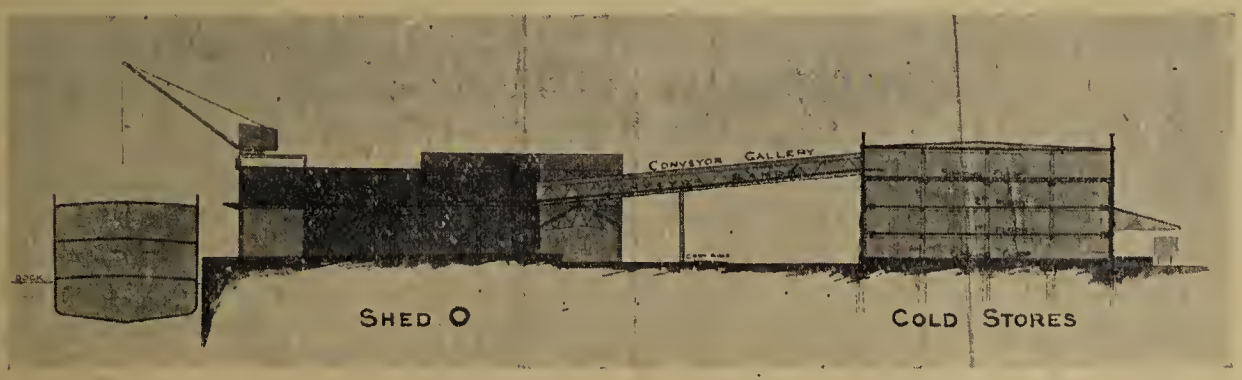
imported is required to go quickly into consumption. Meanwhile, as notified last month, the storage and handling rates at Avonmouth have been revised with a view to all possible inducement to business.

* * * * * *

The working of frozen meat at the Royal Edward Cold Store has been developed by the completion of an extra gallery carrying a truck conveyor belt. By this means expeditious handling, ensuring the minimum of exposure, is still further compassed. The capacity of this store is 500,000 cubic feet. There is a top floor for receiving and delivering, this being the upper terminus of electric hoists and lifts. A small cross-section plan is here reproduced. Sling-loads of meat lifted direct ex ship are lowered through hatchways in the flat roof of the transit shed on to electric trucks held in readiness on the first floor. These trucks convey the sling-load intact across the width of the transit-shed floor to the mouth of the galleries, at which point the meat is sorted and handed on to smaller trucks. These smaller trucks, without further handling of meat, are conveyed bodily on an endless band through the galleries connecting with the reception floor of the Cold Store behind. Arrived there the truck-loads—still intact—are wheeled into the lifts, lowered through air-locks to the doors of the respective cold storage compartments, and run right alongside the stacks. Re-deliveries to railway vans may be either direct ex ship or after a period of storage. In case of direct ex-ship deliveries, separate lifts lead from the top reception floor to vans drawn up at the platform immediately alongside the store.




Royal Edward Cold Store, Avonmouth, showing one of the galleries connecting the Cold Store with Quayside Shed.




Cross Section Plan of Royal Edward Cold Store.

* * * * * *

Certain quantities of cheese, butter, and bacon are being consigned to the Port, and the importing agencies have expressed the hope that the prices obtained may justify developments. It is recognised, of course, that steamship regularity, owing to scarcity of cargo, is somewhat upset, and on the other hand it is realised, of course equally, that traders have the remedy for this largely in their own hands by pressing their shippers and suppliers to insist in every possible manner on freight space by Bristol-bound vessels.

* * * * * *

The approaching reopening of navigation draws attention to the Canadian trade. The regular lines maintaining the steamship service at this Port—the Dominion, Canadian Pacific and Cunard-Anchor-Donaldson—announce first sailings of the season to Montreal as follows :—

| | | |
|---|---|---|
| April 10 .. | "Oxonian" .. | Dominion Line. |
| April 10 .. | "Concordia" .. | Cunard-Anchor-Donaldson Line. |
| April 12 .. | "Bawtry" .. | C.P.R. |

with regular and frequent services thereafter.

# BRISTOL DOCK DUES ONE HUNDRED YEARS AGO.

We publish a further instalment of Cosmo's letters, through the influence of which this Chamber of Commerce was formed :—

## LETTER XVIII.

## TO THE BRISTOL DOCK COMPANY.

GENTLEMEN,

HAVING endeavoured in my last letter to trace the origin, progress, and completion of your works, I shall commence the present one with a few additional notices of the improvements, and the advantages, which the Harbour and City of Bristol and its Shipping now derive from the plan which you *ultimately* adopted. The inconveniences and detriments to our vessels and trade, which previously existed, are now almost forgotten ; and many amongst us, I am convinced, so much " doth use breed habit a man," do not recollect, that our Floating Harbour is not the natural bed of our river, but the work of human skill and enterprise.

By the completion of the Docks in their present form, the Wharfs, Warehouses and property on the Quays, have all been preserved, the absolute ruin or considerable deterioration of which must have ensued, had the trade been removed, and bonded warehouses erected in Canons' Marsh ;—a project at one time seriously thought of.

An inland navigation is now established through the feeder with the Kennet and Avon Canal at every hour in the day, instead, as formerly, during only three or four days at the spring tides.

That part of the Avon also beyond the Bridge in Prince's-street would have been excluded from the advantages, which it now enjoys from the float, &c. though the inhabitants on its banks would have been obliged to contribute to the rate of 6d. in the pound, originally contemplated, and now reduced to four-pence.

The damage by land floods is also remedied, and the owners of property on the Quays, and of dwelling-houses in Milk-street, Broadmead, and other low parts of the city, are relieved from the great inconvenience to which they were almost annually subjected.

The risk from fire is likewise considerably lessened. Previously to floating the harbour, shipping could not be removed at neap tides, ebb, or half flood ; consequently not only all the craft in the harbour was in danger, but there was the apprehension of fire communicating to our warehouses and dwellings.

Such are the advantages, which the inhabitants at large derive from the completion of your undertaking, and for which a rate of 4d. in the pound is levied upon land and houses, amounting to £2,400 per year. By no means, I conceive, an exorbitant assessment, for the equivalent advantages received.

The following, in addition to those I alluded to in my last letter, are the increased benefits which SHIPS, entering our harbour, derive :—

Greater dispatch and convenience in loading and discharging their cargoes—perfect safety at their moorings in dock, far superior either to the accommodation afforded at London or Liverpool, as was fully proved during the gales of the present winter, when the shipping in the harbour of the latter port received incalculable damage. By vessels also lying in the basin till a fair wind occurs—the wear and tear of anchors and cables which before took place, when they remained in Kingroad frequently for weeks together, are materially lessened ; and no risk is now incurred of their being driven from their anchorage ; vessels can also be coppered and repaired without going into dock every voyage, seldom previously at a less expence than £60. Pilotage, boatage and towing are also much diminished, and under proper regulations might yet be considerably curtailed.

Let all these advantages be considered and added together, and it must be allowed that the tonnage rates granted to your Company are neither exorbitant nor exacted without receiving the *quid pro quo*.—It is my intention to subjoin a schedule of the comparative rates of *tonnage on shipping* between this port and Liverpool ; your rates on many vessels certainly exceed the latter, but I am convinced that it is the opinion of every impartial judge who has compared the convenience enjoyed by the respective ports, that the ship-owner in this port is fully compensated by the additional benefit, which he receives. I shall subjoin also a comparative schedule of rates upon goods between your Company and that of Liverpool, many of which you ought undoubtedly to assimilate more nearly to the latter, not altogether as an encouragement to the foreigner to ship to Bristol, though that would be no small advantage, but for the purpose also of increasing your own revenues ; for on the subject of the comparative advantages between high and low duties, I think your Board of Directors seem to be as ignorant of the advance that your Company would derive from lowering your rates, as the Common Council of the City are, in keeping up the town dues at their present exorbitant and impolitic scale of charges. Of such deep importance do I consider this branch of my subject to all communities and bodies of men in whom are vested the imposition of taxes ; and that they should be acquainted with this very simple axiom in political economy, *that low rates produce large profits*, that I shall humbly take leave to address a letter on this particular subject to yourselves, as well as to our two other Corporate Bodies ; for sorry am I to say, that on this head ignorance or prejudice appears at present to have got the upper hand in your Councils, and I am convinced that the pockets of the public, as well as your own revenues, are materially injured thereby.

As the first table which I mean to subjoin will, I am sure, occupy all, if not more of the room which my friend the Editor of *Felix Farley* can spare, I shall conclude my present address to you with saying, that having thus endeavoured to shew the advantages which the public have gained by the completion of your docks, you must not deem me either a captious enemy, or even an opponent to your Company, if I boldly tell you some unvarnished tales which you have, I know, heard through *private* channels (and for this reason, perhaps, they have been unattended to) ; but THE PRESS will now be heard—THE PRESS has at last gained the ear of the Public ; and unwelcome truths can be plainly and courageously spoken.

Without disrespect, therefore, to the respectable Gentlemen who compose your Board of Directors, and without fear of your displeasure, I shall continue to tread in the path of public duty which I have chalked out for my conduct, and frankly impart to you the complaints of your fellow-citizens, their sentiments, and feeling towards your Company—

"Who cover faults, at least shame them derides."

COSMO.

## THE RATES ON SHIPPING

*Are classed differently in the two Ports as under:*

| *Bristol.* | | s. | d. | *Liverpool* | s. | d. |
|---|---|---|---|---|---|---|
| **FIRST CLASS.** | | | | | | |
| Africa .. | (Per Ton) | 3 | 0 | .. (Per Ton) | 2 | 0 |
| Honduras .. | | 3 | 0 | .. .. | 2 | 0 |
| Surinam .. | | 3 | 0 | .. .. | 2 | 0 |
| South America .. | | 3 | 0 | South of Rio de la Plata / North ditto .. | 3 | 0 |
| United States .. | | 3 | 0 | .. .. | 2 | 0 |
| East and West Indies .. | | 3 | 0 | East of Cape of Good Hope / West Indies .. | 3 / 2 | 0 / 0 |
| All Ports within the Streights Gibraltar .. | | 3 | 0 | .. .. | 2 | 0 |
| Southern Whale Fisheries | | 3 | 0 | .. .. | 3 | 0 |
| **SECOND CLASS.** | | | | | | |
| British Colonies .. | | 2 | 0 | and West Indies .. | 2 | 0 |
| Portugal .. | | 2 | 0 | .. .. | 1 | 0 |
| Prussia .. | | 2 | 0 | .. .. | 1 | 4 |
| Russia .. | | 2 | 0 | .. .. | 1 | 4 |
| Spain without the Streights | | 2 | 0 | .. .. | 1 | 4 |
| Sweden .. | | 2 | 0 | .. .. | 1 | 4 |
| **THIRD CLASS.** | | | | | | |
| Flanders .. | | 1 | 0 | .. .. | 1 | 0 |
| France without the Streights | | 1 | 0 | .. .. | 1 | 0 |
| Germany .. | | 1 | 0 | .. .. | 1 | 0 |
| Guernsey .. | | 1 | 0 | .. .. | 1 | 0 |
| Holland .. | | 1 | 0 | .. .. | 1 | 0 |
| Jersey and Guernsey .. | | 1 | 0 | .. .. | 1 | 0 |
| Norway .. | | 1 | 0 | Within the Cattegat / East of North Cape | 1 / 1 | 4 / 4 |
| Poland and Zealand .. | | 1 | 0 | .. .. | 1 | 4 |
| Coasters .. | | 0 | 6 | Between the Mull of Galloway and South of David's Head .. | 0 | 3 |
| Cardiff, Newport, with one-third Coal, &c. 75 Tons | | 5 | 0 | Between Mull of Galloway East and West of Ireland and Cape Clear | 0 | 5 |
| Above 75 ditto .. | | 7 | 6 | Further .. .. | 0 | 7 |
| If not laden with one-third Coals, &c. under 40 Tons | | 7 | 6 | | | |
| 75 ditto | | 12 | 6 | | | |
| Above 75 ditto, and under 100 .. | | 16 | 0 | | | |
| Above 100 .. | | 21 | 0 | | | |

N.B.—To the Liverpool Rates must be added Lights from Liverpool to St. Davids Head or Carlisle .. .. .. ½d. per Ton.
From Liverpool to any part of Great Britain or Ireland 1d.
All other vessels from any other part of the world, 2d.

———:o:———

## CIVIL AVIATION.

The proposals to improve civil aviation contained in the report of the committee appointed by the Air Ministry will meet with general acceptance, and it cannot be said that they are premature. Indeed, it would appear that commercial aerial development is in an even worse state in this country than was supposed. The committee, which was composed of three prominent business men—Sir Herbert Hambling, Sir Joseph Broodbank and Mr. Oliver J. G. Hoare—was appointed to consider the practicability of granting subsidies, and they state that they have dealt with the question purely from the civil standpoint. Under the present system certain companies receive subsidies for running cross-channel services, and in many cases it is feared the money has been used in competition between the companies. Thus the Government was in effect competing with itself. The committee's proposals are that in place of this wasteful practice a single British Air Corporation should be formed, conducted as a commercial concern with a share capital of £1,000,000. They advocate that the Government should grant a subsidy of at least another £1,000,000, to be spread over a period of ten years. It is anticipated that such a company might soon be in a position to pay a sufficiently substantial dividend as to be attractive to private shareholders, and in addition sooner or later find it possible to repay the Government. With the unified control competing services would be avoided, overhead charges reduced and inventions and improvements encouraged. The problem of aerial development is one which cannot be neglected indefinitely. We have allowed ourselves to fall far too much in arrears already, and any scheme which gives reasonable promise of putting us into a position more in keeping with our status as a nation is to be encouraged. Apart from the purely commercial standpoint, we have, dislike it how we may, to bear in mind the possibilities of another war, and the civil air fleet with its machines, pilots and mechanics, would in that unhappy eventuality possibly prove the deciding factor between victory and defeat. In the event of war the Government would reserve the right "to take over all air-craft engines and plant on conditions laid down." Therefore the proposed £1,000,000 subsidy may be looked upon as a premium paid for national defence, even though it would only operate in circumstances which we all hope will never arise.

Much evidence was taken by the committee from representatives of commercial interests and it was established that the demand for efficient air transport was strong and widespread, even at the cost of considerable subsidies. The committee in their deliberations excluded such questions as the potential military assistance that could be provided by civil air services both in material and in *personnel* in case of emergency, and the direct or indirect assistance of aircraft-constructing companies. It is, however, convinced that only by the development of self-supporting air transport companies can either or both of these ends be achieved and it recognises that a large sum of money must be expended on operational research during the next few years. It is interesting to read from the committee's report that witnesses urged that the London-Paris and London-Brussels services are too short to be more than commercially experimental, and that a company can only be self-supporting by the development of new and longer routes. This again involves large financial expenditure. No effective spending of Government subsidies by the companies can be obtained unless the companies themselves are concerned in the risking and expenditure of their own resources. It is no reflection on the existing companies to say that neither they nor any other company can be expected to find or risk the necessary amounts unless subsidies are provided and their position in other respects secured for a longer period than three years. The subsidy under which the companies engaged in cross-Channel flying now work is a sum of £600,000 spread over three years, which expires in March of next year.

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## THE BRITISH EMPIRE EXHIBITION.

### Report of Progress.

The following statement of the progress which has been made with the British Empire Exhibition may be of interest in view of recent criticisms in the press:—

### Guarantee Fund.

The general appeal for contributions to the Guarantee Fund was issued in 1921 at a time when the depression in

all branches of trade and industry militated severely against a favourable response from the commercial community. In spite of this handicap a Guarantee Fund has been raised which now exceeds £1,200,000.

### Dominion and Colonial Support.

The Dominions and Colonies are taking a far larger share in the British Empire Exhibition than they have ever done at previous Exhibitions. Nearly 700,000 square feet of space has already been definitely allocated to oversea Governments, whereas at the Franco-British Exhibition in 1908, the largest hitherto held in this country, the Dominions occupied 110,000 square feet, and at the Paris Exhibition of 1900, only 60,000 square feet. India, Australia, New Zealand, South Africa, Canada and Newfoundland are all erecting their own pavilions in the Exhibition, and the great majority of the Colonies and Dependencies are also arranging to send representative exhibits, many of them on a large scale. Some of the Colonial exhibits will be housed in buildings erected by individual Colonies, but generally speaking, the Colonies and Dependencies have formed themselves into geographical groups, each of which will erect a pavilion for displaying exhibits of the Colonies and Dependencies composing it.

### United Kingdom Support.

The support accorded to the Exhibition in this country is also most encouraging. A number of important trade associations have undertaken entire responsibility for the organisation of the exhibits of their respective industries. The British Engineers' Association and the British Electrical and Allied Manufacturers' Association have together undertaken to fill the whole of the Machinery Hall, which at present covers an area of 466,000 square feet. The British Chemical Manufacturers' Association has similarly undertaken to organise the chemical section, for which 25,000 square feet has been reserved, and the Society of Motor Manufacturers and Traders and the British Cycle and Motor Cycle Manufacturers and Traders Union Limited will organise the motor and cycle section. These two bodies have requested that the Engineering Hall may be extended in order to provide room for their exhibits, and an addition of 70,000 square feet to this building is now being provided for. The Bradford branch of the Federation of British Industries is preparing a scheme for the representation of the woollen trade, and the Empire Cotton Growing Corporation has undertaken to organise an exhibit illustrative of cotton production throughout the Empire.

The United Tanners Federation has undertaken the organisation of the tanning and leather industries section, and among other trade associations who are co-operating in the organisation of exhibits are the Federation of British Music Industries, the British Brush Manufacturers' Association, the Wine and Spirit Association, the Paper Makers' Association, the Federation of British Pottery Manufacturers, the Liquid Fire-Extinguisher Manufacturers' Association, the India Rubber Manufacturers' Association etc., etc.

With a view to securing the adequate representation of those branches of industry in which the exhibits are not being organised by a trade association, some fifty Committees have been appointed, composed of leading representatives of the industries concerned. Most of these Committees have already held a number of meetings and have made considerable progress with the work of organising exhibits.

The Association of British Chambers of Commerce, at its quarterly meeting in October last, passed a resolution urging that, with a view to the adequate representation of the industries of the United Kingdom, all Chambers of Commerce comprised within the Association should influence their members to become exhibitors individually or collectively, having regard to the importance of extending Inter-Imperial trade, developing the resources and markets of the Empire and encouraging settlement in its outlying portions.

It may be of interest to mention that by the middle of February space applications amounting to 260,000 feet net (i.e., exclusive of the necessary gangways) had been received. The demands for space in the grounds are far in excess of the area available.

The Oversea Settlement Office has decided to open a branch office at the Exhibition in order to provide full information with regard to the openings in the various Dominions and Colonies for prospective emigrants.

### Communications.

The communications with Wembley Park by road and rail which are already superior to those enjoyed by any previous Exhibition in London, are being greatly improved in order to enable the Exhibition traffic, which is expected to be of unprecedented proportions, to be effectively dealt with. The Metropolitan Railway Company is erecting new Booking Offices, improving the entrances and exits at Baker Street Station, and also considerably enlarging Wembley Park Station, which adjoins the North-west corner of the Exhibition Grounds. These improvements will be completed by the 28th April of this year, when the Exhibition Stadium will be opened for the playing of the Final Tie for the Football Association Cup. Provision is being made for the arrival of 36,000 passengers per hour at this station, from which a covered way is being constructed into the Exhibition grounds.

The Great Central Railway, or, as it is now called, the London & North Eastern Railway, is similarly improving the station at Wembley Hill, which is adjacent to the South-west Entrance of the Exhibition, so as to enable 5,000 people per hour to be dealt with at that Station. The same Railway Company is also constructing a new loop-line with a station in the Eastern portion of the Exhibition grounds. It will be possible for trains to arrive at this station every three minutes, and to bring to the Exhibition a further 16,000 passengers per hour. These arrangements will be completed by the 28th April, and the Great Central or London & North Eastern Railway will then be in a position to deal with 21,000 passengers per hour, without counting excursion traffic from the provinces.

The London & North Western Railway is also putting in hand similar improvements at its Wembley Station, while the electrification of the line from Euston to Queen's Park, now completed, will permit of a greatly accelerated service from Euston, Broad Street, and other parts of London to Wembley during the period of the Exhibition.

The Baker Street-Waterloo Railway, can also provide a frequent service of trains from the Elephant & Castle to Wembley, via Piccadilly Circus, while the District Railway can convey large numbers to Sudbury Station, whence frequent services of trams and omnibuses can be run to the Exhibition.

With the co-operation of the Ministry of Transport and the various local authorities concerned, the high road from Willesden leading to the North entrance of the Exhibition, in length about two miles, is being widened, where it is of less width, to 60 feet in order to deal with the road traffic to the Exhibition, from this direction. This road will be completed by the 28th April, as well as the private road about

three quarters of a mile in length, which is being widened and improved at the expense of the Exhibition, connecting the North entrance with the Harrow Road.

The Exhibition has acquired storage sheds on the Great Central Railway siding at Neasden, which will provide storage accommodation for exhibitors' packing cases, etc. From these sheds a railway line runs through the Exhibition grounds and into the main buildings.

Arrangements are being made by the Tramway and Omnibus authorities for special services to the Exhibition from all parts of London and outlying districts.

In consultation with Scotland Yard and the Omnibus Companies, provision is being made at the Exhibition for parking omnibuses and motor cars, which, it is believed, will be sufficient to cope effectively with the immense traffic that is anticipated. The parking accommodation provided will be far in advance of anything previously attempted in this country.

Arrangements are also being made for the installation in the Exhibition of a moving platform, 7,000 feet in length. which will enable visitors to travel comfortably to all parts of the Exhibition.

### Construction.

The area of Wembley Park, which was purchased in 1921 for the purpose of the Exhibition, is 126 acres. Owing to the large participation by the Dominions and Colonies, and the heavy demand for space from other sources, it has been found necessary to acquire additional land, increasing the total area now covered by the Exhibition to 216 acres. This is by far the largest area of space occupied by any Exhibition in the United Kingdom. It exceeds that of the Franco-British Exhibition by over 50 per cent.

The area of the buildings will exceed 2,100,000 square feet, of which about 700,000 square feet will be occupied by the Dominion and Colonial buildings. At the Franco-British Exhibition the total area covered by the buildings for the Dominions and Colonies was 110,000 square feet, which is only equal to one-sixth of the area which they will occupy in the British Empire Exhibition. The area of the Machinery Hall, including the Power House and Restaurants, is being increased to 588,000 square feet, while the Industrial Hall, including a Concert Hall, Fine Art Buildings and Restaurants, has a total area of 523,000 square feet. The corresponding buildings at the Franco-British Exhibition were less than half this size.

Rapid progress is now being made with the construction of both the Machinery and Industrial Halls. The foundations are entirely, and the reinforced concrete floor nearly completed, and the railroad tracks for the transport of exhibits into the Machinery and Industrial Halls have been laid. Many of the stanchions and reinforced concrete roof-trusses have been erected, and the bulk of the steel work required to complete the super-structures has been delivered on the site. The date fixed for the completion of both these Halls is August 11th.

The construction of the Stadium has reached an advanced stage. It was not until last March that any real commencement of construction was possible and since then the great Empire Stadium with accommodation for 125,000 spectators, playing field, running track, players' quarters, banqueting hall, refreshment rooms, sanitary blocks, and large central offices, has been nearly finished and will be ready for use by April 2nd.

Other important sections on which work is advancing quickly include the Main Entrances, the Colonnade of shops, the Motor Park and Filling Stations, a chain of lakes, and several miles of roads, sewers, drains, water mains, etc.

The following particulars of the quantity of materials already used in construction will give some idea of the amount of work which has already been done :—

| | | |
|---|---|---|
| Bricks | 468,000 | number |
| Cement | 8,250 | tons |
| Lime | 20 | tons |
| Ballast | 41,775 | tons |
| Ashes | 21,900 | tons |
| Coal | 2,600 | tons |
| Sand | 6,900 | tons |
| Roofing | 7,300 | squares |
| Reinforcing Steel | 1,475 | tons |
| Constructional Steel | 1,760 | tons |
| Drain Pipes | 39,000 | feet |

The number of men employed at Wembley Park is over 2,000.

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## AUSTRALIA.

### Development of Aerial Mail, etc., Services.

Australia, that continent of vast distances in which communications are still to be established, has shown considerable enterprise in the encouragement of aerial routes. For the first established of these, conducted by the Western Australian Airways Ltd., is claimed the distinction of being the most efficient air line in the world.

In regular operation since April, 1922, the service to the end of the year was maintained with 97% regularity along the 1,195 mile route from Geraldton to Derby. During that period 86,000 miles were flown and 70,000 letters were carried, whilst valuable freight averaged 600 lbs. per month. Much of this was from the pearl fisheries of the north-western coast. The growing popularity of this regular and speedy service is evidenced by the fact that the 4,000 letters carried in April had increased to 12,000 in November.

As to the saving of time it need only be mentioned that the eleven days occupied in the trip by coastal steamer from Perth to Broome is reduced to two days if the air line is used from Geraldton. The value of the service is so appreciated that local interests are pressing for the route to be extended a further 300 miles to Wyndham.

The type of aircraft in use on this route is the well-known "Bristol" Three-Seater Tourer, and the proprietors have expressed the highest satisfaction with the excellent service which the machines have given.

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## CANADA.

### Duty-free Importation of certain Artificial Silk Yarns and Tops.

"Appraisers' Bulletin," issued by the Commissioner of Customs and Excise on 13th March, contains a ruling to the effect that, until otherwise notified, artificial silk yarn, singles only, and artificial silk tops when imported for manufacturing purposes may be entered duty-free under Tariff Item 532.

## Editorial Notices.

*The Bath Chamber of Commerce accepts no responsibility for the opinions expressed in articles and letters appearing in this Journal. Official information and Reports of Meetings, etc., are prepared with as much care as possible, but the Chamber accepts no responsibility for any error.*

*The Editor will be pleased to consider short articles or letters on subjects of general trade and industrial interest, and insert them, if possible.*

*Inquiries for advertisement spaces should be addressed to the Bath Chamber of Commerce.*

## Chamber Notices.

*Offices :*—22 *Milsom Street, Bath.*

*Office Hours :*—9.30 *to* 5 *p.m.* (*Saturdays*, 9 *a.m. to* 12 *noon*).

*Telephone :*—876 *Bath.*

*The Chamber issues Certificates of Origin for all countries where required. Also Identity Certificates and Certificates for Export of Samples.*

*Members desiring information on any commercial matter are invited to communicate with the Secretary.*

*Disputes and differences arising out of commercial transactions may be referred to arbitration under the arbitration rules of the Chamber.*

## Membership.

*The Secretary will be pleased to furnish particulars on application.*

## Meetings.

*In addition to the Annual General Meeting in January, General Meetings of the Chamber are held in February, March, April, May, June, September, October, November and December*

## General Purposes Committee.

*The General Purposes Committee meet on the third Friday in each month or oftener, if necessary, at the Offices of the Chamber, 22 Milsom Street, Bath.*

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# MID-DAY CLOSING.

## QUESTION ONCE MORE BEFORE CHAMBER OF COMMERCE.

### Discontinuance Recommended.

The question of mid-day closing of Bath shops was again discussed at the monthly meeting, held the 26th February. The President (Mr. E. P. Mallory) presided over a large attendance.

### Mid-day Closing a Mistake.

Mr. Mallory, in introducing the subject, remarked that it seemed to be a hardy annual. A year ago the Chamber discussed the subject, and by a majority decided to close for dinner at mid-day. It was thought by many that the step was a mistake and a retrograde movement, instead of a progressive one. Midday closing was adopted as a war measure, and no doubt in many instances it was very useful. The conditions of his own business would not allow him to close during the dinner hour, but he did not think it was desirable in any circumstances, in the best interests of the city. Last year they had an Attractions Week to attract people and shoppers to the city. Bath depended very largely upon the visitors and outsiders, and they should make shopping as convenient for them as possible. He thought the shops should open at a stated hour in the morning, and close at a stated hour at night, without intermission. The establishments most affected were those in the centre of the city, and he had taken the trouble to ascertain how many shops in the principal streets remained open during the middle of the day. He found that there was a vast preponderance, more than two to one, who did do so. They were trying to make the city as attractive as possible for shopping, and he thought they should adopt a universal hour of opening and closing, and it could be done without undue inconvenience. There was not likely to be the rush between 1 and 2, as between 12 and 1, and 2.30 to 4.30, so in many shops it would not mean retaining a large staff during the dinner hour—perhaps one or two assistants.

### Bath Grocers Unanimous.

Mr. C. E. G. Hawkins disagreed that the dinner hour closing was a war measure, remarking that in some cases it was in force before the war, and the Bath grocers gained a certain amount of notoriety over it. The step was spoken of as a reform—something better than they had done before, and he was sure the view expressed by the chairman was not generally accepted, although the figures given were staggering. He understood that the Bath Grocers' Association were unanimous in recommending a continuance of the closing. Mr. Hawkins emphasised that the mid-day closing gave a better opportunity of supervision from a trader's point of view.

### Impossible to Agree.

The ex-Mayor (Mr. E. J. White) said the city had two distinct kinds of shopkeepers—those who catered principally for the visitors, and those who provided for the needs of the residents. Consequently they would not get any general agreement, even if they sat there until midnight. Last year, after the resolution was passed, some abided by it, and others did not. If they adopted an even stronger resolution, something would happen.

Mr. Douglas Hatt expressed the opinion that from a retailer's point of view, it was a mistake to close at mid-day. His firm had nothing to sell over the counter, but from the complaints and grumbles he had heard, he was convinced that from a general shopping standpoint, the practice of closing at mid-day was wrong. It was particularly disadvantageous to country residents, and especially to Wiltshire customers.

### Better Attention Possible.

Mr. C. E. Revell remarked that his experience was directly opposite to that of Mr. Hatt, and he also did trade with people outside Bath. It was their duty to give the best service to their customers they possibly could, and if they closed during the dinner hour, they would be able to give better attention during the time they were open. A customer



"Transport *counts*—use Bristol Lines."

would not be disappointed at being unable to secure the attention of a particular assistant. He was speaking the views of several of the traders who were unable to be present.

The ex-Mayor observed that at Trowbridge mid-day closing was generally observed. In fact, almost every shop closed in the dinner hour.

Mr. W. J. Cook said that tradesmen should consider their customers more, and not only themselves and their assistants. Trade was not forced, and he thought they should do all they could to encourage people to shop.

Mr. D. A. Evans agreed with Mr. Cook, and said that they had to adopt a new point of view, and study the customers and not themselves. They wanted to do what was best for the city of Bath, and the interests of the city depended upon those who shopped here. Service was the chief thing they had to render to their customers, and they could not give it with the higgledy-piggledy hours now in existence. Many customers and visitors had thanked them for restoring the old facilities for shopping.

### Advantages of Closing "Enormous."

Mr. E. N. Weaver thought the advantages of closing to the assistants and traders was enormous, and customers got greater efficiency by having the complete staff at their disposal. He expressed the fear that opening in the dinner hour would lead to later hours in the evening, and would drift from 6.30 to 9.

Mr. F. R. Clark said without mid-day closing, the assistants started the dinner hour at 12 o'clock, and did not finish until about 3 o'clock. Then at 4 o'clock they began to think about tea. Therefore, the customers were not well served. It also meant employing quite one more assistant. He had asked many customers their views, and in two cases they said they wished the shops were kept open, but in the majority of cases the opposite view was expressed. Customers could depend on being served by the right assistants, with a stated dinner hour.

Mr. E. Brake, as a firm believer in, and advocate of, dinner hour closing, moved that it be continued. Mr. Weaver seconded.

Mr. Hatt moved as an amendment, "That this Chamber recommends that for the good of the retail trade and their customers generally, that it is not advisable to close during the dinner hour." Mr. Long seconded.

The amendment was carried, 10 members voting for, and nine against. When put as a substantive motion, 13 voted for and 10 against.

### Tram Overcrowding.

Mr. H. L. S. Macdonald mentioned the question of the overcrowding of long distance trams by, and at the commencement of the journeys by, passengers actually travelling shorter distances. He asked whether it would be possible to introduce transfer tickets, so that long distance passengers could transfer from short distance cars *en route*.

Mr. W. E. Hardy, the manager of the Tramways, did not hold out any hope for the introduction of transfer tickets, but stated that on the Newton route, which was more particularly mentioned, the difficulty could be overcome by putting a short distance car in front of the long distance cars at "rush" hours.

A resolution from the Weymouth Chamber of Commerce to the G.W.R., asking for increased railway facilities between Bristol and Weymouth, was supported.

### New Members.

The following new members were elected: Mr. W. H. L. Cramond, 54 Southgate Street; Mr. W. Mallory, 1 Bridge Street; Mr. Arthur C. Brookes, 15 Milsom Street (manager, Messrs. C. Milsom & Sons, Ltd.).

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## MRS. SIDDONS AND BATH.

By Belville S. Penley
(*Author of "The Bath Stage"*).

### First Season.

The season of 1778-9 opened on October 24, when Mrs. Siddons made her first appearance as Lady Townly in the "Provoked Husband," other parts being taken by William Wyatt Dimond (Lord Townly), who had been a member of the company for some time, and on Palmer relinquishing his proprietorship of the theatre became with Mr. Keasberry, another member of the company, joint proprietors; Blisset (Sir Francis) an old Bath favourite and member of the company for many years; and Edwin (Squire Richard), who became a well-known actor and has been described as one of the most extraordinary low comedians the stage had ever possessed.

Three days later Mrs. Siddons appeared as Mrs. Candour in "School for Scandal," a part which her friend Mrs. Piozzi said she played very well, her looks being so significant, although she considered Mrs. Siddons did not shine in comedy, a criticism which was generally endorsed. But in a stock company an actress had to "play many parts" and the management could not reserve any ordinary member of the company for what was their particular bent. It was, perhaps, that which made it so good a school. Besides, Fitzgerald remarks "Even here the disabilities attendant on failure pursued her for a while, for the manager was at first not very eager in her favour." Boaden, in his "Memoirs of Mrs. Siddons," went so far as to say that "Palmer for a considerable time troubled Mrs. Siddons only on his Thursday nights, when the Cotillon balls carried off everything that could move to the Rooms; and that eye was frequently bent on vacancy that ere long was to fascinate all ranks and ages of life." The files of the local papers, however, show this to be an inaccurate statement, though it has been often quoted. In the following month Henderson appeared for several performances, and Mrs. Siddons played Portia to his Shylock, the Queen when he appeared in "Hamlet," and various other parts. The season closed in June, 1779, and from a note in Genest's "English Stage," we obtain an impression of the arduous character of the work which Mrs. Siddons was called upon to perform. During the season she had appeared eleven times as Mrs. Candour; twice as Mrs. Townly, Mrs. Lovemore, Belvidera, Lady Brumpton, the Queen in "Hamlet," Portia, Countess of Salisbury, Euphrasia, Juliet, and Emmeline; once each as Elvira, Lady Jane, Milwood, Rosamond, Queen in "The Spanish Friar," Imoinda, Bellario, Imogen, Miss Aubrey, Queen in "Richard III," Indiana, Sigismunda, Lady Randolph, Jane Shore, Emmelina, and six times as the Princess in "Law of Lombardy," in addition to which she twice repeated Sheridan's Monody on Garrick.

As a new-comer Mrs. Siddons does not appear to have been entitled to a benefit in this season.

(*To be continued.*)

## Chamber and other Notices.

*Office :*—40 *Fore Street.*

*Office Hours :*—10 *a.m. to* 5 *p.m. Wednesdays to* 1 *p.m.*

*Telephone :*—115.

*Commercial Publications :—Books of Reference, Board of Trade and Consular Reports, etc., are at the service of the members and may be seen at the Secretary's Office.*

*The Secretary will be pleased to answer Railway, Postal, Fiscal and other enquiries on commercial matters, or will obtain special information from Government Departments, Consuls abroad, etc.*

*The Commercial interests and prosperity of Trowbridge and district are the Chamber's chief concern.*

*The Chamber issues Certificates of Origin for all countries where required.*

*Meetings :—The Council meets at the Town Hall, on the last Monday in each month. The Chamber meets quarterly, notice of which is sent to members.*

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## MONTHLY MEETING.

The monthly meeting of the Chamber was held on Tuesday, February 27th, Mr. Sidney Smith presiding over a good attendance. Newly elected members of the Council were welcomed.

Mr. J. Parnall, Director of Messrs. Usher's Wiltshire Brewery, was unanimously elected Chairman of the Council for the ensuing year.

The Reception Accounts were passed, shewing a balance in hand of over £5.

Delegates to the West of England Conference to be held at Bath were appointed as follows :—Mr. E. H. Payne, President ; Mr. F. J. Shaw, Treasurer ; Mr. A. J. Darling, Secretary.

Railway Joint Committee.—Mr. F. H. Blair was appointed to represent the Chamber upon this, but as that gentleman could not attend the Conference in London, on March 1st, when the framing of the Constitution was to take place, the Secretary was instructed to attend and represent the Chamber.

The Report of the special committee on Unemployment Relief was considered, and after discussion, it was agreed to support the Association of Chambers of Commerce and to send a copy of the Report to Mr. C. W. Darbishire, M.P. for the Division.

### Admiralty Contracts.

The Secretary reported that he had received a further batch of Samples of Cloth as required by the Admiralty, and had notified the Cloth Mills that they could be inspected at the Office.

### New Office.

The Secretary also reported that new offices at No. 40 Fore Street had been secured, where interviews and committee meetings could be held. The Chamber was proving itself of much use to members, any enquiries being made thorugh it. Mr. Carter and Mr. Barnard were elected new members.

## POSTAL NOTICES.

### Telephone Trunk Calls in the Afternoon.

The Post Office announce that since the introduction of the reduced scale of charges for telephone trunk calls made between 2 p.m. and 7 p.m., there has been a slight increase in the number of calls between those hours. It has been ascertained, however, that some subscribers are still unaware of the fact that a considerable saving is possible on such calls, while in addition connection can in some cases be obtained more speedily during the afternoon. Three scales of trunk charges are now in operation for calls over any distance between 7½ miles and 450 miles. For example, the inclusive charge for a 3-minute call over a distance of 50 miles is 1s. 6d. between 7 a.m. and 2 p.m., 1s. 1d. between 2 p.m. and 7 p.m., and 9d. between 7 p.m. and 7 a.m The respective scales for a 125 mile call are 3s., 2s. 4d. and 1s. 6d., while for a distance of 250 miles they are 5s. 6d., 4s. 3d. and 2s. 9d. The charges for all distances during the afternoon period are generally 20 per cent. to 25 per cent. less, and in the evening period 50 per cent. less than those for the morning period. The local call fee which was formerly charged in addition to the trunk fee has been abolished.

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## METHODS OF BUSINESS WITH FRANCE.

H.M. Consul at Brest writes that local firms complain that British houses, in making quotations, do so only on f.o.b. terms, whereas their competitors quote in francs c.i.f. While it is realised that fluctuations in the rate of exchange are not helpful, it is felt that British firms should be prepared to take the same risks as their rivals in this respect.

That catalogues and correspondence from United Kingdom business houses are invariably in the English language is another cause for dissatisfaction, adds H.M. Consul, and the issue of catalogues and the conduct of correspondence in French would be greatly appreciated, as also would be the quotation of prices in francs. He concludes by stating that the advertisement of British goods in his Consular District is sadly lacking, both in amount and attractiveness.

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## AUSTRALIAN CUSTOMS AND POSTAL REVENUE.

H.M. Senior Trade Commissioner in Australia has forwarded a statement of the Customs and Postal revenue for the seven months ending 31st January, 1923. According to this statement the amount received by the Customs during that period was £19,327,099, compared with £15,335,965 in the similar period of 1921-22.

The postal revenue during the period under review amounted to £5,630,964, compared with £5,385,717 in the seven months July, 1921, to January, 1922.

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*Let Mahomet Come to the Mountain.*

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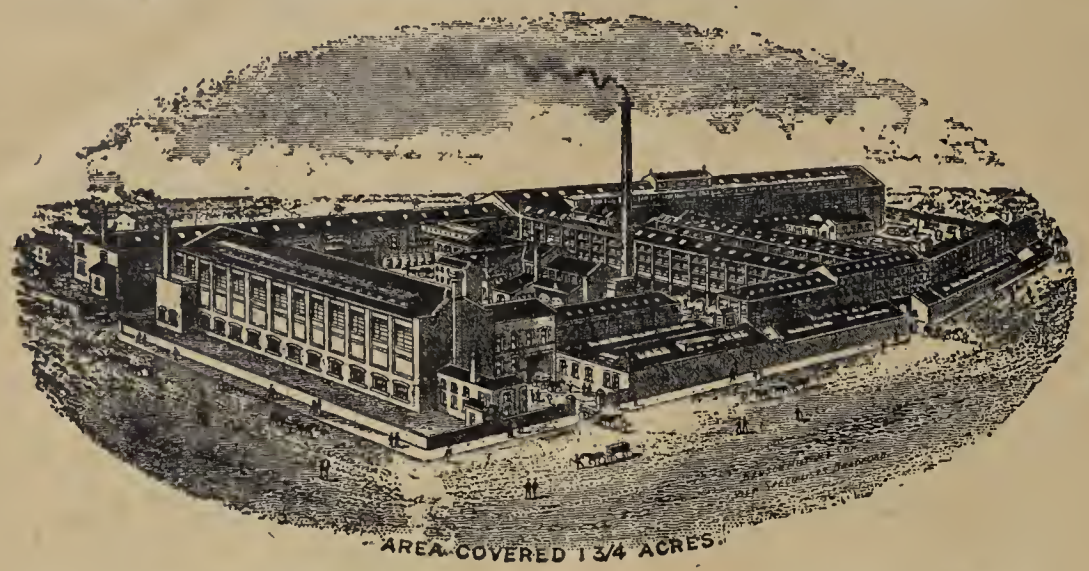
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**Fire Bricks and Clay, Boiler Seatings, Flue Covers, Slabs, etc. etc.**

*Analysis of Fireclay.*

| | | |
|---|---|---|
| Silica ($SiO_2$) | 60.54 | per cent. |
| Titanic Oxide ($TiO_2$) | 1.39 | „ |
| Alumina ($Al_2O_3$) | 20.35 | „ |
| Ferric Oxide ($Fe_2O_3$) | 5.00 | „ |
| Magnesia (MgO) | 0.72 | „ |
| Lime (CaO) | 0.44 | „ |
| Potash ($K_2O$) | 1.66 | „ |
| Soda ($Na_2O$) | 0.52 | „ |
| Loss when calcined over 109° C. | 8.90 | „ |
| | 99.52 | |

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The Great Western "Ocean" Expresses add greatly to the natural advantages of the Port. They run alongside the Liners at Avonmouth, and passengers by the Transatlantic steamers will find their every convenience studied.

## SERVICES TO AND FROM IRELAND.

Bristol and its environs communicate with Ireland by the direct "short-sea" route via Fishguard, G.W.R. This is the shortest sea passage, and the magnificent turbine steamers sail daily, in each direction, the crossing occupying three and a quarter hours. A service is also afforded between Fishguard and Waterford, sailing from Fishguard on Mondays, Wednesdays, and Fridays, and from Waterford on Tuesdays, Thursdays and Saturdays.

## "THE HOLIDAY LINE."

No other line provides such a choice for the holiday maker. The Great Western territory embraces every variety of climate, from the balmy air of the Cornish Riviera and the Channel Islands to the cool and bracing atmosphere of North Devon and the Cambrian Coast.

The beauty spots of "Glorious Devon" and its moorlands; the rugged grandeur of Wales; the charming scenery and wonderful flora of Jersey and Guernsey; the famous spas of Bath, Cheltenham, Leamington, Malvern and Droitwich; the historical associations of Shakespeareland and the ancient Cathedral Cities; the beautiful silver reaches of the Thames, the Severn, the Wye, the Dart and the Fal, need no recommendation to those who have once come under their spell of fascination.

## INTERESTING EXCURSIONS.

Excursion trains, at cheap fares, are frequently running by G.W.R. from Bristol to London and other large centres; also to places of interest in the surrounding neighbourhood. PLEASURE PARTIES are specially catered for.

## FAST FREIGHT TRAINS.

Bristol's service of Goods or Freight Expresses by G.W.R. ensures that all merchandise entrusted to the Company's care is delivered promptly.

## PARCEL TRAFFIC.

Parcel traffic is another branch of the Great Western service to which special attention is devoted. Parcels are conveyed by fast passenger trains and by special trains run exclusively for this class of traffic, and the service of collection and delivery is provided within the usual limits.

## TRUNK LINES OF G.W.R. IN DIRECT CONNECTION WITH ALL BRISTOL DOCKS.

The Great Western Railway deals with cargo direct to and from ship's side at Bristol City Docks; also to and from ship's side at Avonmouth and Portishead Docks over the Bristol Docks Committee's Rails.

## SITES FOR WORKS.

A valuable service is rendered to manufacturers by the Great Western Railway in connection with sites for Works adjoining the line. A register of sites is kept by the Chief Goods Manager at Paddington Station, which traders would do well to consult. Every effort is made to render this register as complete and up-to-date as possible, and owners of land and estate agents are invited to co-operate in this task by sending particulars of suitable sites.

**FOR FULL INFORMATION APPLY—**

**To the Company's Bristol Representatives:**

**Passenger or Parcel Services:**
**The Divisional Superintendent, G.W.R., Temple Meads Station, Bristol.**

**Freight Services:**
**The District Goods Manager, G.W.R., Temple Meads Station, Bristol.**

**Paddington Station,**
**London, W.2.**

**FELIX J. C. POLE,**
General Manager.

# G. W. R.

**"Study ECONOMY and ship via BRISTOL."**

# THE UNITED ALKALI CO. LTD.

## Netham Works, BRISTOL.

THE UNITED ALKALI Co LIMITED
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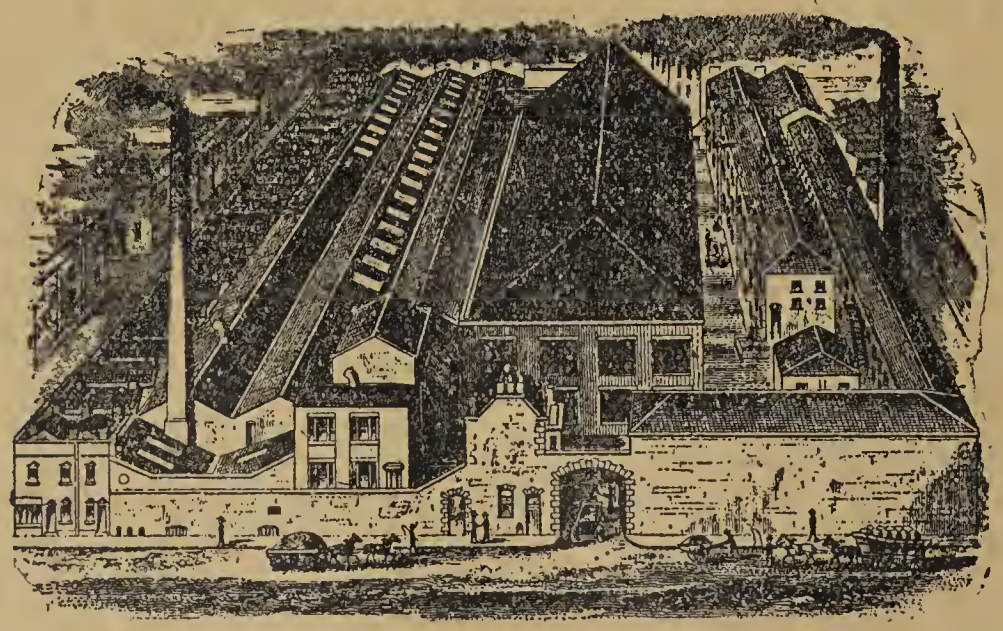
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Aluminium Chloride (Anhydrous).
Ammonia Alkali.
Ammonium Carbonate.
,, Muriate.
,, Sulphate.
,, Chloride.
(large and small crystals)
Bicarbonate of Soda.
Bleaching Powder.
Caustic Potash.
,, Soda.
Chlorates of Potash & Soda.
Chloride of Magnesium.
Chloroform.
Chloros (Liquid Disinfectant).
Chlorsulphonic Acid.
Duroprene
(Insulating & Protective Paint).
Formic Acid.
Hydrochloric Acid.
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Soda Crystals.
Sodium Hyposulphite.
,, Sulphite.
Sulphate of Copper.
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**Head Office - - CUNARD BUILDING, LIVERPOOL.**

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BRADFORD (YORKS) : 42 Swan Arcade. TELEphone : 5107 Bradford. TELEgrams : Stephens, 5107 Bradford.

BRISTOL BATH TROWBRIDGE

# CLASSIFIED TRADE INDEX

The following are Code abbreviations:—

4th Ed.—A B C (4th Edition). 5th Ed.—A B C (5th Edition). B.—Bentley's. E.—Engineering. L.—Lieber's. M.I.—Marconi International. P.—Private. W.U.—Western Union.

## ADVERTISING.

**Western Sales Promotion Agency Ltd.,** 53 Queen's Road, Bristol.—Advertisement Consultants & Advisers. Artists and Illustrators. Complete campaigns planned. Designs for Booklets, Folders, Showcards, Letter Headings, Trade Marks, Fashion Drawings, &c. Trade, Technical and Press Advertising carried out. Telephone No. 5860. Telegrams: "Sales." Advt. page xx.

## AIRCRAFT MANUFACTURERS.

**Bristol Aeroplane Co., Ltd.,** Designers and Constructors of the Highest Quality Aircraft for all Commercial, Sporting and Military Purposes, and of the "Bristol" Radial Air-cooled Aero Engines, Filton, Bristol. Telegrams. "Aviation, Filton." Codes A.1, A.B.C., B., and W.U. Telephone No. 3906 (P.B.E.) Bristol. Advt. page v.

## BOOT PROTECTORS

**John Giles & Sons, Ltd.,** Manufacturers of the "Giles" Boot Protector, Bedminster, Bristol. Telegrams, "Giles, Bristol." Code: 5th Ed. Telephone No.: 4703, 4704 Bristol. Advt. page xxvii.

## BOOT & SHOE MANUFACTURERS.

**Lindrea & Co., Ltd.,** Exporters of Sole and Upper Leather, Boots and Shoes, Shoe Mercery and Grindery, etc., Bristol. Telegrams: "Lindrea, Bristol." Code: 5th and 6th Eds. and Widebrook. Telephone Nos. 3114 and 394, Bristol. Advt. back cover.

## BREWERS' ENGINEERS.

**Wilson & Co., Ltd.,** Brewery and General Engineers, Iron and Brass Founders, Vat and Back Makers, Coppersmiths, Welshmill Road, Frome. Tel. Address: "Wilson. Frome." Tel. 22. Advt. page vii.

## BRICK MANUFACTURERS.

**Cattybrook Brick Co., Ltd.,** Manufacturers of Light, Dark and Plum Red Facing and Moulded Bricks, Buff and Blue Bricks, Fire Bricks and Clays, Boiler Seatings, Flue Covers, Slabs, etc., Provident Buildings, 15 Clare Street, Bristol. Telegrams: "Cattybrook, Bristol." Telephone No. 54 Bristol. Advt. page xvi.

## BUILDING SOCIETY.

**Bristol, West of England and South Wales Permanent Building Society.** Founded in 1850 to afford safe investment, and to lend money on mortgage. Secretary: Richard Lowe, 9–11 St. Stephen's Street, Bristol. Advt. page iv.

## BUILDERS & CONTRACTORS.

**Thomas Weeks & Sons, Ltd.,** Building Contractors to H.M. Office of Works, War Office, and Corporate Bodies, Ashton Gate, Bristol. Telegrams and Telephone No. Bristol 3038. Advt. page xxviii.

## CABLES.

**Siemens Brothers & Co., Limited,** Cables for Power Transmission. Every length of cable manufactured by us embodies over half a century's experience. Woolwich, London, S.E. 18. Telegrams: "Siemens, Woolwich." Telephone: City 6400. Advt. page 2 of cover.

## CANNED GOODS.

**Gedye & Sons, Ltd.,** Importers, Registered Brands: "Tiger," "Stag," "Eldorado," "Globe," "Glengarry." Nelson Street, Bristol. Telegrams: "Gedye, Bristol." Telephone No. 203, Bristol.

## CHEMICAL MANUFACTURERS

**United Alkali Co., Ltd.,** Netham Works Bristol. Head Office: Cunard Building, Liverpool. Advt page xviii.

## CIDER.

**Carr & Quick, Ltd.,** Makers of "The Wine of Devon," the Cider which stands alone, 15/16 Queen Street, Exeter. Telephone: "Wine, Exeter." Telephone Nos. 598, 599, 600 Exeter.

## CLOTHING MANUFACTURERS (WHOLESALE).

**E. Broderick & Co., Ltd.,** Wholesale and Export Clothing Manufacturers, St. James' Barton, Bristol. Telegrams: "Broderick Bristol." Code: 5th Ed. Telephone No. 683, Bristol.

**Todd & Co., Ltd.,** High-Grade Men's, Youths' and Boys' Clothing. Ready-to-Wear and to measure, Wear-proof Tweeds, Beacon Serges, Temple Gate, Bristol. Telegrams: "Todd, Bristol." Telephone No. 1728 Bristol. Advt. page xxvi.

**Chas. Wills & Sons, Ltd.,** Manufacturers of Men's, Juveniles' and Ladies' Clothing. Wholesale and Export only. Rupert Street. Bristol. Telegrams: "Rupert, Bristol." Telephone No. 1451, Bristol.

## COAL.

**East Bristol Collieries, Ltd.,** Colliery Proprietors, Coal Factors and Merchants. Speedwell Road, St. George, Bristol. Telegrams: "Coal, Bristol." Telephone No. 93 Kingswood. Advt. page xxiv.

## COCOA AND CHOCOLATE MANUFACTURERS.

**J. S. Fry & Sons, Ltd.,** Cocoas and Chocolates of World-wide reputation, Bristol. Telegrams: "Fry, Bristol." Code: 5th Ed. Telephone No. (Order Dept.) 5620, Bristol. Advt. page xx.

## DAIRY PRODUCE.

**Wilts United Dairies, Ltd.** Dairy Produce, Fancy Provisions, Proprietors "Diploma" Brand Full Cream English Condensed Milk, Trowbridge, Wilts. Telegrams: "Dairy, Trowbridge." Code: P. Telephone No. 106, Trowbridge (3 lines). Advt. page xxiv.

## ENGINEERS.

**Alfred Danks, Limited,** General Engineering work of every description. All kinds of Rainwater and Sanitary Goods for the Building Trade. Emlyn Works, Gloucester. Telegrams: "Pulleys, Gloucester." Telephone No. 896 Gloucester. Advt. page xiv.

**G. N. Haden & Sons, Ltd.,** Specialities: Heating, Ventilation, Hot and Cold Water Supply, Cooking and Laundry Plants, Heat Economisers, Drying Plants, etc., Trowbridge. Telegrams: "Haden, Trowbridge." Codes: 5th Ed., L., M.I. Telephone No. 2, Trowbridge. Advt. page iii.

**Llewellins & James, Ltd.,** Coppersmiths, Brassfounders, Bellfounders, Manufacturers of Tar Spraying Machines, General and Brewery Engineers, Castle Green, Bristol. Telegrams: "Llewellin James, Bristol." Code: 5th Ed. Telephone 3100 and 3101, Bristol. Advt. page xxvii.

**Huxham & Brown's.** All classes of machinery for Tanners, Curriers and Light Leather Manufacturers, Exeter Telegrams: "Huxhams, Exeter" Telephone No. 105 Exeter. Advt. page xxiv.

## FISH, GAME AND POULTRY MERCHANTS.

**Bigwoods Ltd.,** Fish, Game, Poultry and Ice Merchants, Salmon Factors, 59 Baldwin Street, Bristol, also Woolster Street, Plymouth, and Quay, Brixham. Telegrams: "Bigwoods, Bristol." Telephones: Bristol, 2741; Plymouth, 1185; Brixham, 2.

## FLAX & HEMP SPINNERS.

**Stephens Bros. & Martin,** Hemp and Flax Line and Tow Spinners, Weavers' Merchants and Manufacturers, St. Philip's Hemp and Flax Mills, Bristol. Telegrams: "Stephens, Bristol." Code: 5th Ed. Telephone No. 1111, Bristol. Advt. page xviii.

## FRUIT MERCHANTS.

**W. H. Eyles & Co.,** Dried, Green and Canned Fruit Merchants, and Importers, Crow Lane, Bristol. Telegrams: "Banana, Bristol." Telephone Nos. 3560 and 3561.

## FRUIT, SYRUP AND CORDIAL MANUFACTURERS.

**H. W. Carter & Co.** (Branch of Bristol Industries, Ltd.), Concentrated Fruit Syrup and Cordial Manufacturers, Table Waters, all flavours and Soluble Essences for Mineral Water Makers, Established 1831, The Old Refinery, Bristol. Telegrams and Cables: "Carter, Bristol." Codes: 4 h and 5th Ed. and L. Telephone No. 733, Bristol. Advt. page xxvii.

## FURNITURE.

**Colston Furniture Co.** "Adapto" Patent Adjustable Chairs and Settees. Old King Street, Bristol. Advt. page iv.

## GALVANIZED IRON MANUFACTURERS.

**F. Braby & Co., Ltd.,** Makers of the "Coronation" Corrugated Skylight, also "Eclipse" Brand Aluminium Culinary Ware, Ashton Gate Works, Marsh Road, Bristol. Telegrams: "Braby, Bristol." Code: 5th and 6th Ed., B., M.I. Telephone No. 946 Bristol (P.B.E.). Advt. page xv.




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The sterling value of the Wines and Spirits shipped to Bristol by JOHN HARVEY & SONS and their forbears has been acknowledged all over the world.

SPECIALITIES

**Harvey's "BRISTOL MILK" SHERRY.**
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## JOHN HARVEY & SONS, LTD.

**BRISTOL** (Founded 1796) **ENGLAND.**

Wine Merchants by Royal Appointment to H.M. King George V.

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*MADE BY THE HOUSE OF* **Fry**

**of BRISTOL, ENG.**

**HAVE A WORLD-WIDE REPUTATION**

ALL GOODS SPECIALLY PACKED for EXPORT

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'phone 5860. 'grams "Sales."

## IRON OXIDE.

**The Winford Iron Ore & Redding Co., Ltd.,** Mine Owners and Producers of Bright Red, Brown and Yellow Iron Oxide, Chew Magna, near Bristol. Telegrams: "Winford, Chew Magna." Code. 5th Ed. Telephone: Chew Magna 3.

## LEATHER MERCHANTS.

**Lindrea & Co., Ltd.,** Exporters of Sole and Upper Leather, Boots and Shoes, Shoe Mercery and Grindery, etc., Bristol. Telegrams: "Lindrea, Bristol." Code: 5th and 6th Eds. and Widebrook. Telephone Nos. 3114 and 394, Bristol. Advt. back cover.

## LEATHERBOARD BOXES.

**Somerset & Dorset Paper Co., Ltd.,** Makers of Leatherboard Boxes for packing everything, Boxall Works, Yeovil. Telegrams: "Boxes, Yeovil." Telephone 100 Yeovil. Advt. page xxiii.

## LOCOMOTIVES.

**Avonside Engine Co., Ltd.,** Bristol. Locomotives any design and gauge. Telegrams. "Loco, Bristol." Code, 5th Ed. Telephone No. 30, Fishponds. Advt. page xxvi.

**Peckett & Sons, Ltd.,** Speciality: Tank Locomotives, standardized and built with all the latest improvements. Atlas Locomotive Works, Bristol. Telegrams: "Peckett, Bristol." Advt. page 4 of cover.

## MANUFACTURERS' AGENTS.

**Albert E. Allen & Co.,** Cotton and Woollen Goods for Wholesale only, 33 Broad Street, Bristol. Telephone No. 481, Bristol. Midlands Office 34 Newspaper House, Corporation Street, Birmingham. Telephone No. Central 7332, Birmingham.

**J. Chester Langdon,** Agent for Manufacturers of Cotton and Woollen Piece Goods for the Wholesale and Clothing Trades, 61 Broad Street, Bristol. Telephone 190. Telegraphic Address: "Textrine."

**Naish & Son,** Haberdashery Specialists, 1 Kenilworth Road, Bristol. Members of the Manufacturers' Association of Great Britain and Ireland. Enquiries (home and abroad) solicited. All goods ex Mills.

## MARBLE MERCHANTS AND MANUFACTURERS.

**Bristol Marble and Granite Co., Ltd.,** Marble, Granite and Slate Merchants and Manufacturers, Cumberland Road, Bristol. Telegrams: "Sicilian, Bristol." Code: A.B.C. Telephone No. 47, Bristol. Advt page ii.

## MOTOR ENGINEERS.

**F. G. Cox & Co. & Howard Stephens Ltd.,** Automobile Engineers and Agents, Coachbuilders and Painters. Sales Dept., Colston Street: Repairs Depot, Berkeley Avenue, Park Street. Bristol. Telephone 2451 Telegrams: "Speedy." Advt. page xxviii.

**Harris & Hasell Ltd.,** West of England Distributors of Motor Cars, Commercial Motors, Tyres, etc., 141 Victoria Street, Bristol. Telegrams: "Ribbed, Bristol." Code: 5th Ed. Telephone No. 5454.

## OIL IMPORTERS.

**Francis F. Fox & Co.,** Oils, Colours, Chemicals and Drysalterics. Proprietors of "Motrate" Motor Oils and Greases, Little George Street, Bristol. Telegrams: "Fox, Bristol." Telephone No. 19, Bristol. Advt. page vi.

## PAINT, VARNISH, &c., MANUFACTURERS.

**Colthurst & Harding, Ltd.,** Paints, Colours, Varnishes, Oil Boilers and Refiners, Tar and Rosin Distillers, Temple Gate, Bristol. Telegrams: "Phœnix, Bristol." Telephone No. 3931 (4 lines) Bristol.

**John Hall & Sons (Bristol and London) Ltd.,** Manufacturers of Paints, Enamels and Varnishes, Overmantels, Leaded Lights and Mirrors, Broadmead, Bristol. Telegrams,: "Hall, Bristol." Code: M.1. Telephone Nos. 256 and 257, Bristol. London: Pancras Road, N.W. Telegrams: "John Hall." Telephone No. 3456/7, Museum, London. Advt. page xxvi.

**James Rudman, Ltd.,** Manufacturers of Paints, Varnishes and Colours, etc., for the Home and Export Trade, Cambrian Colour Works, Bristol. Telegrams: "Rudman, Bristol." Telephone No. 211 Bristol. Advt. page xii.

## PORTABLE BUILDINGS.

**F. Pratten & Co.,** Specialists in all classes of Portable Constructions, Bungalows, Garages, Glasshouses, etc Catalogues free on request. Midsomer Norton, near Bath. Advt. page xxviii.

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Capable of accommodating largest class of vessels. Full equipment of electric, steam and hydraulic cranes and elevators and all modern appliances. Graving Docks (largest 875 feet by 100 feet), with repair shops alongside. Extensive transit sheds, granaries, cold stores, timber yards, oil depots, and all kinds of storage alingside quays, with direct rail connection. Most modern passenger accommodation. Full particulars from D. Ross-Johnson, General Manager and Secretary. Docks Offices, Queen Square, Bristol. Advt. pages x, xi.

## POULTRY, PIGEON AND DOG FOOD SPECIALISTS.

**Chamberlain, Pole & Co., Ltd.,** Sole Proprietors of "Groaten," the 9-minutes Porridge-de-Luxe, Broadmead, Bristol. Telegrams: "Pole, Bristol." Code: Riverside. Telephone Nos. 7 and 784, Bristol.

## PRINTERS & PUBLISHERS.

**Arrowsmith's,** General, Commercial and Colour Printers, Catalogues, Showcards and Fine Art Work, Quay Street and Small Street, Bristol. Telegrams: "Arrowsmith, Bristol." Telephone No. 98, Bristol. Advt. page viii.

## PROVISION MERCHANTS.

**H. H. & S. Budgett & Co., Ltd.,** Wholesale Grocers, Produce Importers and Merchants, Nelson Street, Bristol. Telegrams. "Budgett, Bristol." Codes: 4th and 5th Eds. Telephone No. 1860 (5 lines). Advt. page ii.

**Spear Bros. & Clark, Ltd.,** General Provision and Produce Merchants and Importers, English Cheese Factors, Wiltshire Bacon and Ham Curers and Sausage Manufacturers, 36 Victoria Street, Bristol, and 10 High Street, Bloomsbury, London, W.C. 2. Telephone Nos. 2988 and 4740 Bristol; 1092 City, London; 1313 Bath; 2840 Birmingham. Advt page ix.

**J. B. Williams & Co.,** Provision Importers and Wholesale Grocers, Quay, Gloucester. Telegrams: "Williams, Quay, Gloucester." Code: 5th Ed. Telephone No. 184. Gloucester.

## PUBLISHERS.

**Railway and Shipping Journal Publishing Co.,** Publishers of the Bristol A.B.C. Railway Rates Book. 12 Cherry Street, Birmingham. Advt. page i.

## QUARRY OWNERS.

**Bath & Portland Stone Firms, Ltd.,** Portland Stone and Bath Stone Quarry Owners, Abbey Yard, Bath. Telegrams "Oolite, Bath." Telephone No. 205, Bath. Advt. page vi.

**Elm Park and Corsham Down Bath Stone Co., Ltd.,** Bath Stone Quarry Owners and Exporters of Bath Stone to America, Manvers Street, Bath. Telegrams: 'Quarries, Bath." Code: B. Telephone No. 919, Bath. Advt. page ii.

**Walton, Gooddy & Cripps, Ltd.,** Marble Quarry Owners, Merchants, and Workers in Marble. Proprietors of the Celebrated W.W.N., W., L.M., G.M., D.M. Brands of Sicilian, and Shippers of English Vein, Statuary & Blanc P., and all Italian Coloured Marbles. Quarries, Saw Mills & Works, Carrara, Sagra, etc., Italy. Telegrams: "Walton, Carrara." London—Eagle Wharf Road, N,1. Telegrams: 'Gooddy, London." Bristol—Canons' Marsh. Telegrams: "Cripps, Bristol." Liverpool—Parliament Street. Telegrams: "Gooddy Cripps, Liverpool." And at Glasgow, Hull, Plymouth, Birmingham, Dublin. New York—Taber & Co., 801 Vernon Avenue, Long Island City.

## RAILWAY.

**The Great Western Railway** affords direct communication for the conveyance of Passengers and Merchandise between Bristol City, Bristol Docks, Avonmouth Docks, Portishead Docks, and all parts of England, Scotland, Wales, Ireland and the Continent. Temple Meads Station, Bristol. Advt. page xvii.

## REFINERS OF EDIBLE FATS.

**Globe Refining Co., Ltd.,** Manufacturers of Lard Compounds, Shortenings, and Refined Beef Suet, St. Jude's, Bristol. Telegrams: "Refiners, Bristol." Code: 5th Ed. Telephone No. 2966, Bristol. Advt. page vii.

## SAND AND GRAVEL.

**Bristol Sand and Gravel Co.,** Sand Suction Dredger Owners, Cement Merchants, Ballast Contractors, 129 Redcliff Street, Bristol. Telegrams: "Pebble, Bristol." Telephone No. 2133, Bristol.

## SHIPPING AGENTS.

**R. & J. H. Rea, Ltd.,** Towage, Lighterage, Stevedoring Bunkers (Coal and Oil), Contractors to the Admiralty, 28 Baldwin Street, Bristol. Telegrams: "Igneus, Bristol." Codes: 5th Ed., Scotts (10th Ed.) Telephone Nos. 4435 and 4436, Bristol. Advt. page ix.

## SHIP REPAIRERS AND SHIP BUILDERS.

**Charles Hill & Sons, Ltd.,** Dry Dock Proprietors, Iron and Wood Shipbuilders and Repairers, Graving Dock 540 feet (entrance from Floating Harbour), Quay Berth 600 feet, Four 325-feet Building Slips, Albion Dockyard, Cumberland Road, Bristol Telegrams: "Hills, Bristol." Telephones 3948 (3 lines) Bristol. Advt. page viii.

## SHOP FRONTS AND FITTINGS.

**George Parnall & Co.,** Designers and Constructors of Shop Fronts, Fittings and Show Cases for all Trades, Coliseum Works, Park Row, Bristol. Telegrams: "Fittings, Bristol." Telephone No. 4773 (2 lines). Advt page xii.

## STEAMSHIP BROKERS.

**Charles Hill & Sons,** Shipowners, Shipbrokers, Coal Exporters and Stevedores. Quotations given for Oil Fuel and Coal Bunkers, Cumberland Road, Bristol; Gloucester Road, Avonmouth 23 Commercial Road, Gloucester; Docks, Sharpness. Telegrams: "Hills, Bristol." Telephone 3948 (3 lines) Bristol. Advt. page viii.

**Mark Whitwill & Son,** Chartering Agents, Bunker Coal and Oil Suppliers, Ships' Sales Brokers, Forwarding Agents, Grove Avenue, Bristol. Telegrams: "Whitwill, Bristol." Codes: 5th Ed., Scotts (10th Ed.) Watkins, A.1. Telephone No. 5610, Bristol. Advt. page viii.

**Whitwill, Cole & Co., Ltd.,** Steamship Brokers and Coal and Coke Exporters, 28 Baldwin Street, Bristol. Telegrams: "Zeal, Bristol." Telephone No. 1137, Bristol. Advt. page iv.

## STEAMSHIP OWNERS.

**Bethell, Gwyn & Co.,** Steamship Owners, Ship Insurance and Passage Brokers, Freight Contractors and Forwarding Agents, Bunker Coals supplied. 11 Baldwin Street, Bristol. Telegrams: "Austral, Bristol." Telephone Nos; 428 and 429, Bristol. Advt. page i.

**Bristol City Line of Steamships, Ltd.,** (Charles Hill & Sons, Managers), Steamship Owners, Regular Services between Bristol Old Docks and New York, U.S.A., and Bristol Old Docks and the Channel Islands, Cumberland Road, Bristol. Telegrams: "Hills, Bristol." Telephone 3948 (3 lines) Bristol. Advt. page viii.

**Coast Lines, Ltd.,** Bristol, Liverpool, London, Cork, South Coast of England, East Coast of England and Scotland Ports, Phœnix House, 51 Queen Square, Bristol. Telegrams: "Coastwise, Bristol." Telephone No. 1942 (4 lines) Bristol. Advt. page vii

## STEVEDORES AND TUG OWNERS.

**C. J. King & Sons, Ltd.**, Stevedores, Contractors and Steam Tug Owners, The Grove, Bristol. Telegrams: "Stevedore, Bristol." Telephone No. 1015 (Office) 1222 (Tugs), Bristol. Advt. page 2 of cover.

## STONEWARE POTTERY.

**Price, Powell & Co.**, Makers of all descriptions of Bottles and Jars in highly glazed leadless stoneware, Stoneware Potteries, St. Thomas Street, Bristol. Telegrams "Pottery, Bristol." Telephone No. 279, Bristol. Advt. page xxii.

## TANNERS.

**P. & S. Evans & Co., Ltd.**, Avonside Tannery, Bristol. Best Quality Sole Leather. Telegrams: "Evans, Bristol." Code: 5th Ed. Telephone No 229, Bristol. Advt. page xvi.

## TANNERS—*continued.*

**Parker Bros., Ltd.**, Sole Leather from English and South American Hides, Pinned Shoulders, and Belly Grains, Whitehouse Street Tannery, Bristol. Telegrams: "Hides, Bristol." Telephone Nos. 4080 and 4081, Bristol. Advt. page xvi.

**Tremlett's Tannery Co. Ltd.**, Commercial Road and Westgate Tanneries, Exeter. High Grade Sole and Insole Leather, Welting and Insole Shoulders and Bellies. Telegrams: "Tannery, Exeter." Codes: A.B.C., 5th Ed. and Bentleys. Telephone 236, Exeter. Advt. page xiv.

## TAR AND ROSIN DISTILLERS.

**Wm. Butler & Co. (Bristol) Ltd.**, Tar, Rosin and Petroleum Distillers, Oil and Grease Manufacturers, Turpentine, Rosin Importers, St. Philip's, Bristol. Telegrams: "Butler, Bristol." Code: 4th and 5th Eds. Telephone No. 4681, Bristol (P.B.E.). Advt. page v.

## TIMBER IMPORTERS.

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**Wickham & Norris, Ltd.**, Timber Merchants and Importers, Wapping Dock, Bristol. Telegrams: "Wickham, Bristol." Code: 5th Ed. Telephone No. 3644 (2 lines), Bristol. Advt. page xxiii.

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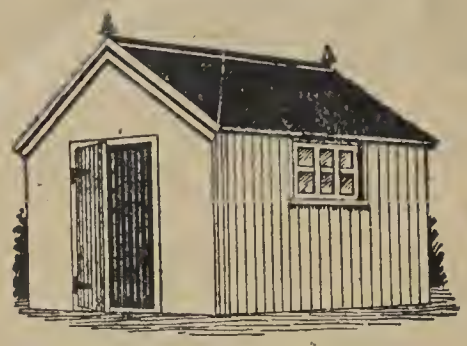
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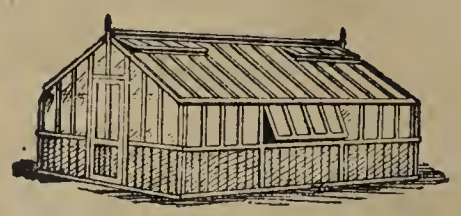
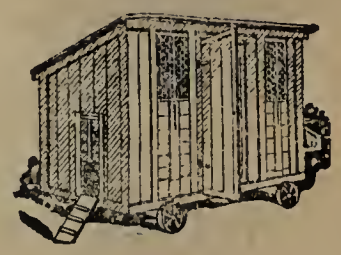
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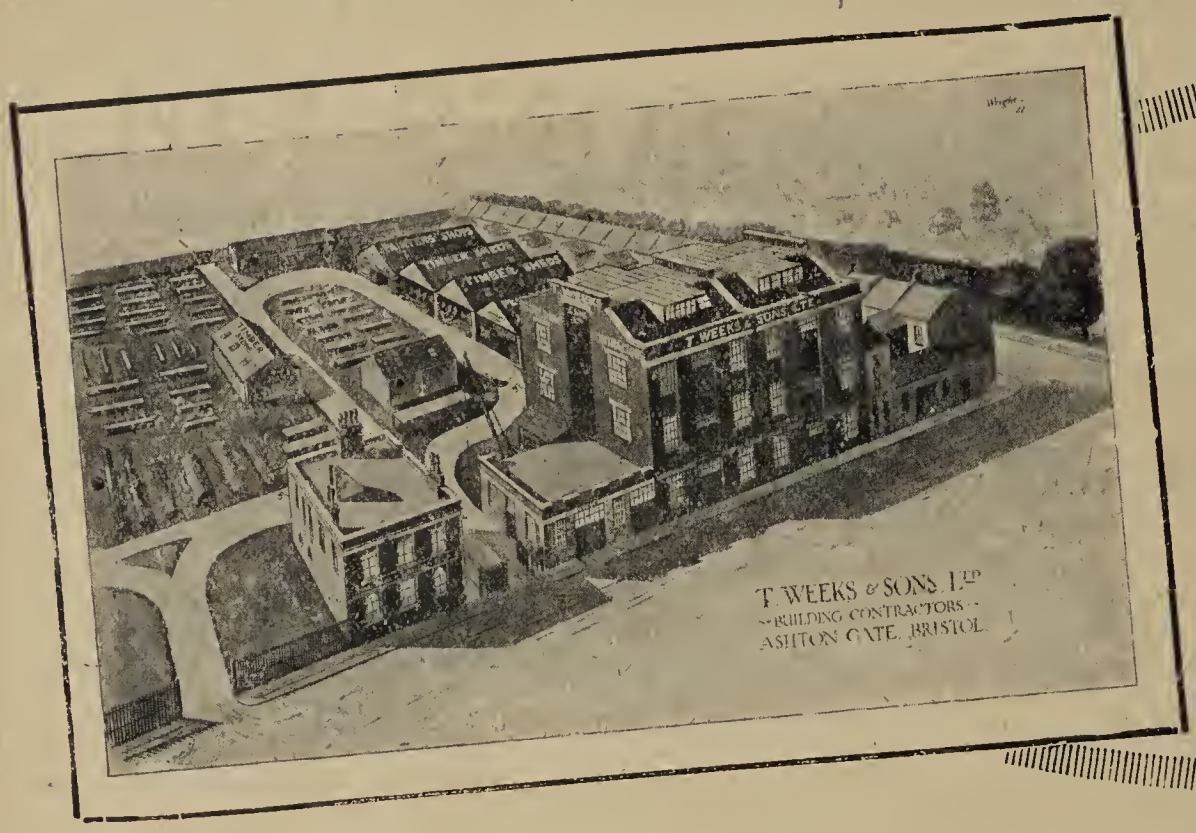
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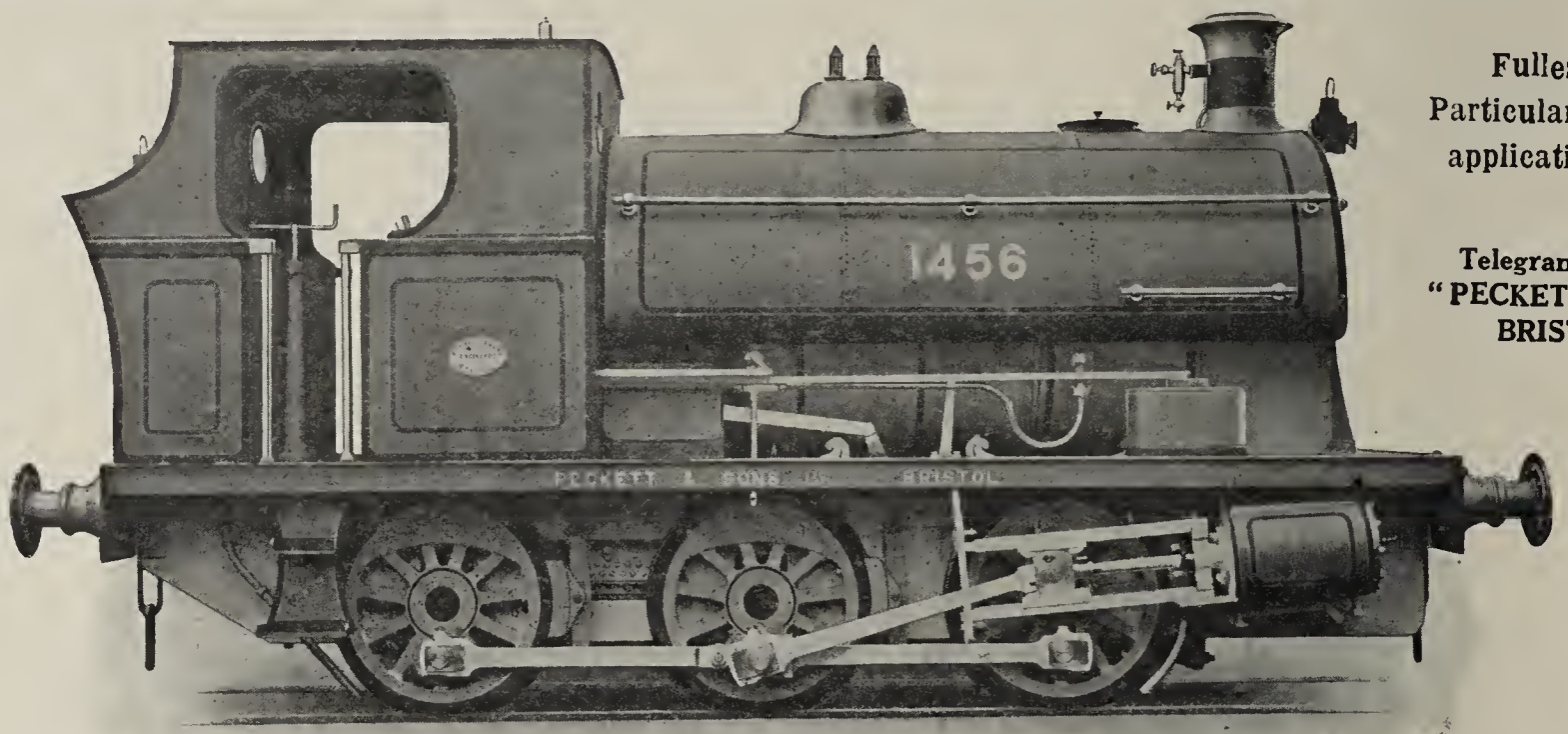
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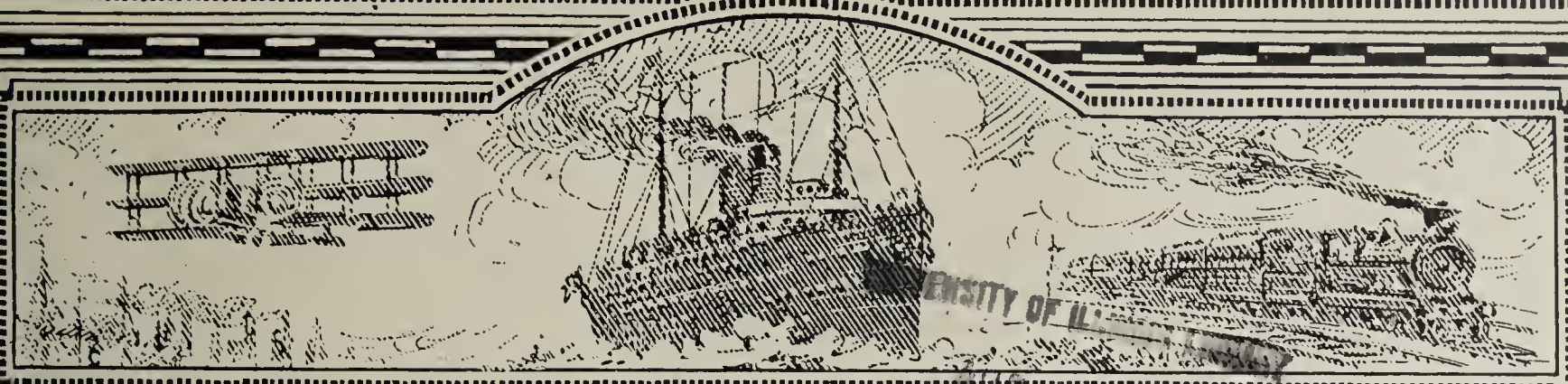
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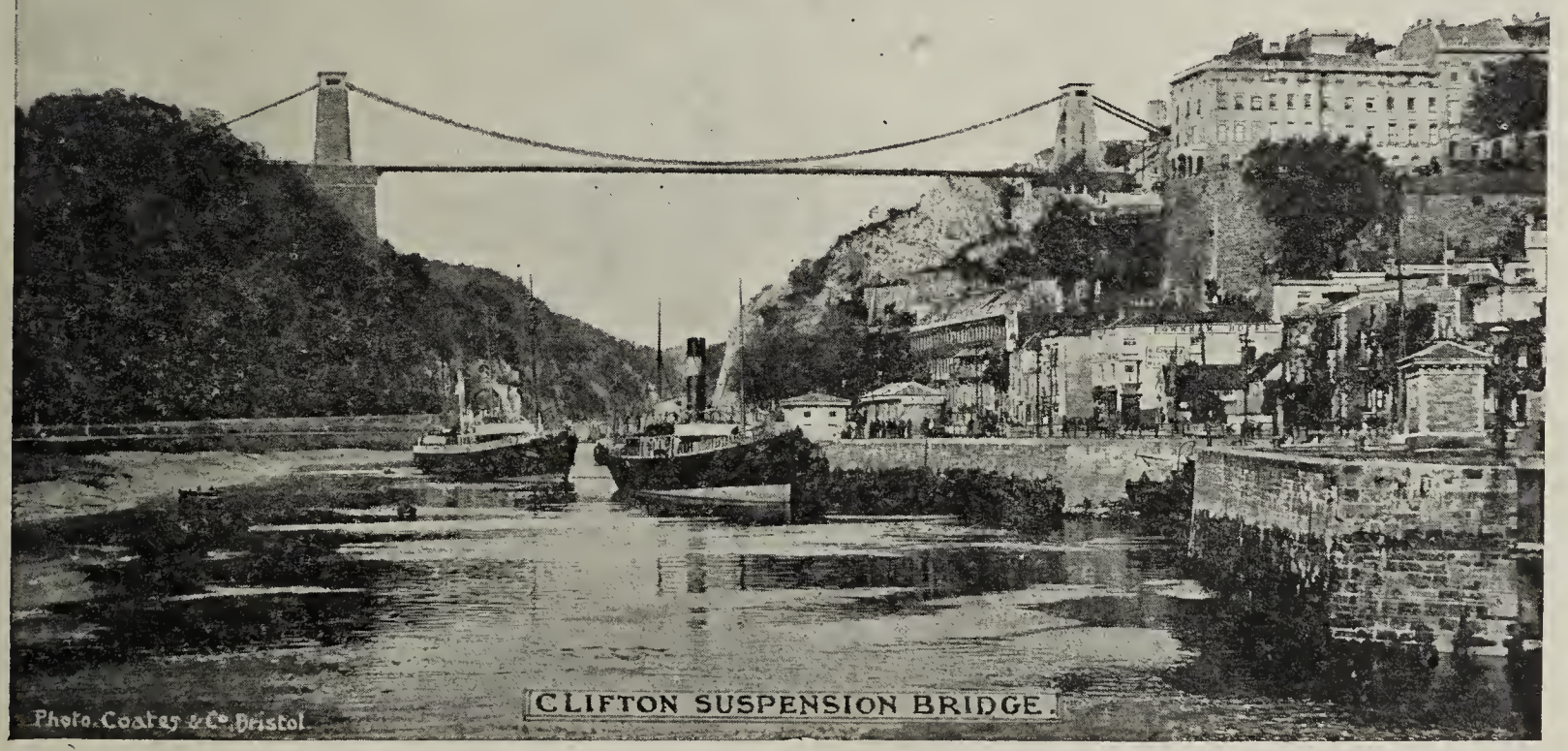


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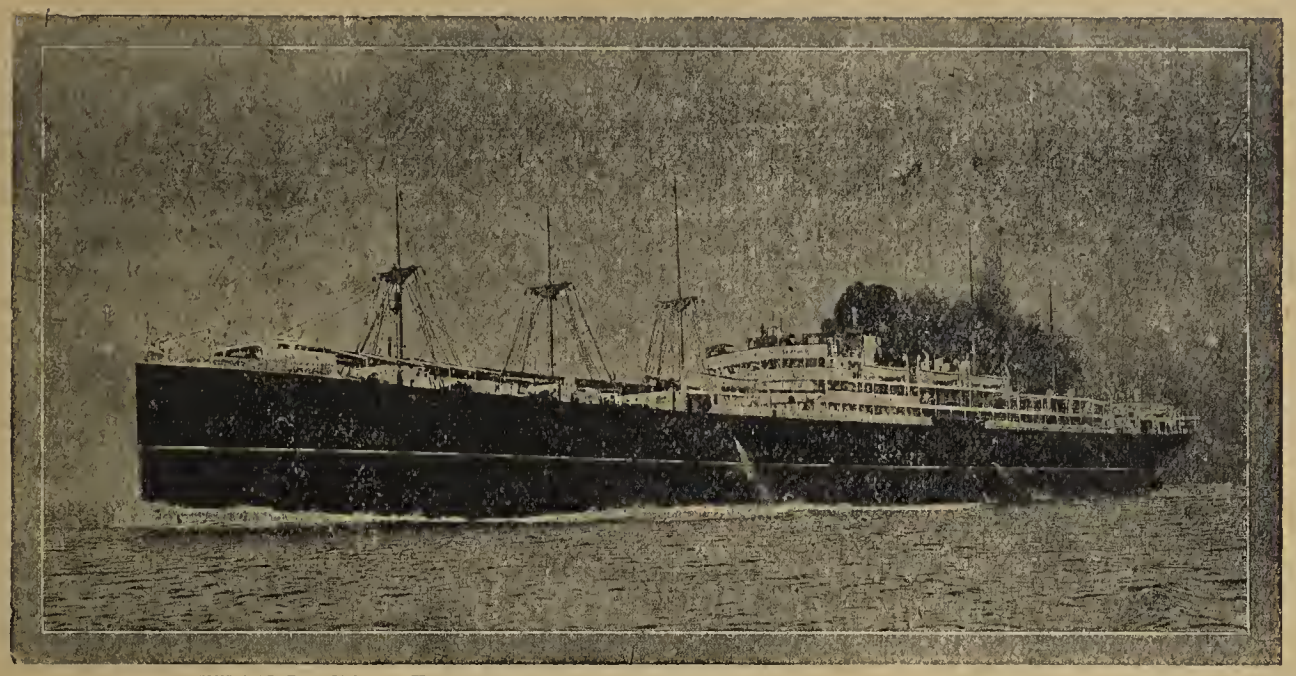
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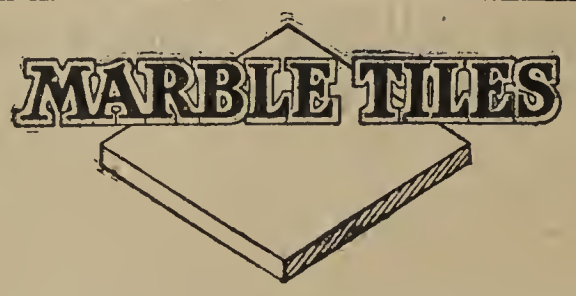
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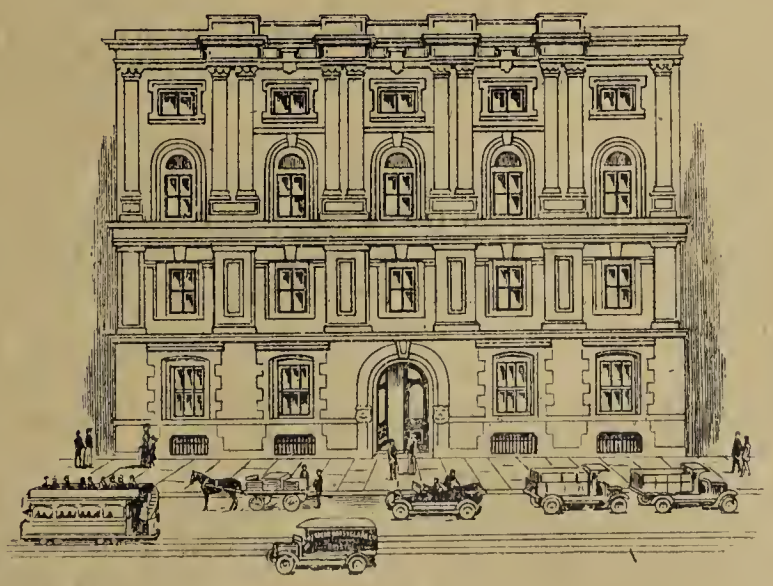
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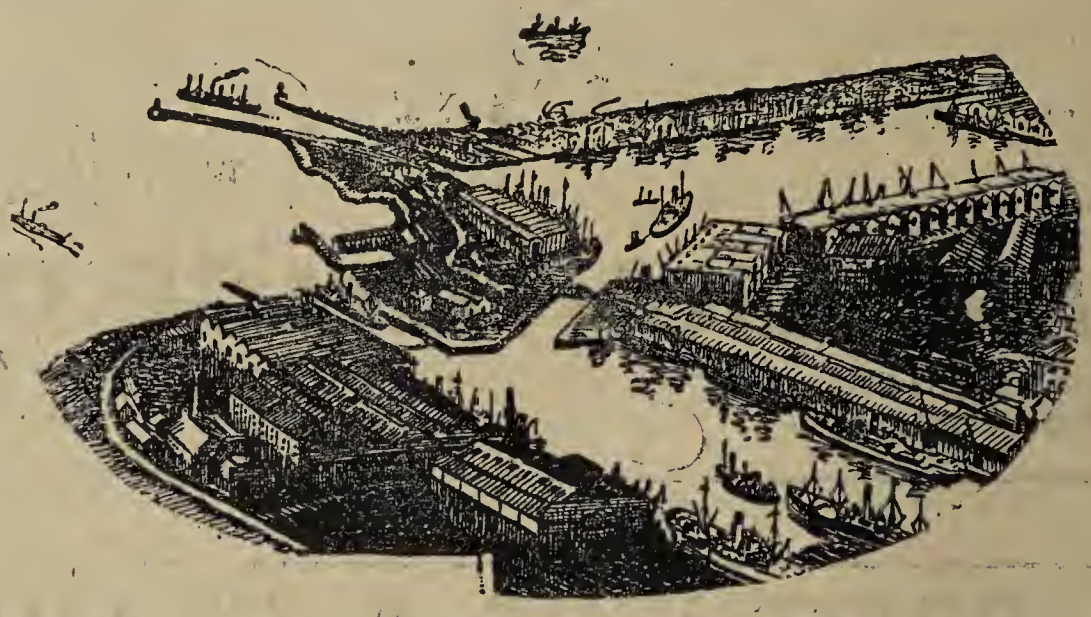
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| ,, | Bristol Steam Nav. Co. | Bristol Steam Nav. Co. | ,, 3831 |
| **Australian Ports** | Federal | Bethell, Gwyn & Co. | ,, 428 |
| **Baltimore** | Cunard | Cunard S.S. Co., Ltd. | ,, 4030 |
| ,, | Baltimore S.S. Co. | F. C. Strick & Co., Ltd. | ,, 5 |
| **Bayonne** | Hutchison | Turner, Edwards & Co. | ,, 122 |
| **Belfast** | Bristol, Belfast & Glasgow | Mark Whitwill & Son | ,, 5610 |
| **Bideford** | Gilchrist's RegularTraders | Rob. Gilchrist & Co. | ,, 271 |
| **Bordeaux** | Hutchison | Turner, Edwards & Co. | ,, 122 |
| **Bremen** | J. & P. Hutchison | E. Stock & Sons | ,, 73 |
| **Cadiz** | Edwards | Turner, Edwards & Co. | ,, 122 |
| **Canadian Ports** | Cunard-Anchor-Donaldson | Cunard S.S. Co., Ltd. | ,, 4030 |
| ,, | Dominion | Dominion Line. | ,, 1808 |
| ,, | C.P.R. | Canadian Pacific Rly. | ,, 1836 |
| **Cardiff** | Gilchrist's RegularTraders | Rob. Gilchrist & Co. | ,, 271 |
| **Central American Ports** | Elders & Fyffes | Elders & Fyffes, Ltd. | Avonmouth 61 |
| ,, ,, | (*via* New York) | Chas. Hill & Sons | Bristol 3948 |
| ,, ,, | ( ,, ,, ,, ) | Cunard S.S. Co., Ltd. | ,, 4030 |
| ,, ,, | ( ,, Amsterdam) | Turner, Edwards & Co. | ,, 122 |
| **Channel Islands** | | Chas. Hill & Sons | ,, 3948 |
| **Charente** | Edwards | Turner, Edwards & Co. | ,, 122 |
| **Charleston, S.C.** | Carolina | Bethell, Gwyn & Co. | ,, 428 |
| **Christiania** | Standard | Whitwill, Cole & Co. | ,, 1137 |
| **Colombia** | Elders & Fyffes | Elders & Fyffes, Ltd. | Avonmouth 61 |
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| ,, | ( ,, ,, ,, ) | Chas. Hill & Sons | ,, 3948 |
| **Copenhagen** | (*via* Amsterdam) | Turner, Edwards & Co. | ,, 122 |
| **Cork** | City of Cork S.P. Co. | City of Cork S.P. Co. | ,, 1942 |
| **Cuban Ports** | (*via* New York) | Chas. Hill & Sons | ,, 3948 |
| ,, ,, | ( ,, ,, ,, ) | Cunard S.S. Co., Ltd. | ,, 4030 |
| **Dublin** | Bristol Steam Nav. Co. | Bristol Steam Nav. Co. | ,, 3831 |
| **Dundee** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Falmouth** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Fiji** | (*via* Sydney) | Bethell, Gwyn & Co. | ,, 428 |
| **Genoa** | Anglo-Italian | Mark Whitwill & Son | Bristol 5610 |
| ,, | Golden Cross | James & Hodder | ,, 5 |
| **Glasgow** | Bristol, Belfast & Glasgow | Mark Whitwill & Son | ,, 5610 |
| **Gloucester** | Regular Sailings | Severn & Canal Carrying Co. | ,, 53 |
| ,, | ,, ,, | T. R. Brown & Son | ,, 2595 |
| ,, | ,, ,, | B. Perry & Sons, Ltd. | ,, 944 |
| **Gothenburg** | Gothenburg | Whitwill, Cole & Co. | ,, 1137 |
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| **Havre** | Worms | James & Hodder | ,, 5 |
| **Hayle** | Gilchrist's RegularTraders | Rob. Gilchrist & Co. | ,, 271 |
| **Hayti** | (*via* New York) | Chas. Hill & Sons | ,, 3948 |
| ,, | ( ,, ,, ,, ) | Cunard S.S. Co., Ltd. | ,, 4030 |
| **Honolulu** | (*via* Sydney) | Bethell, Gwyn & Co. | ,, 428 |
| **Hull** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Kingston (Ja.)** | (Passengers & Mails) | Elders & Fyffes, Ltd. | Avonmouth 61 |
| **Kirkcaldy** | Coast | Coast Lines, Ltd. | Bristol 1942 |
| **Leghorn** | Anglo-Italian | Mark Whitwill & Son | ,, 5610 |
| ,, | Golden Cross | James & Hodder | ,, 5 |
| **Leith** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Levuka** | (*via* Sydney) | Bethell, Gwyn & Co. | ,, 428 |
| **Lisbon** | Edwards | Turner, Edwards & Co. | ,, 122 |
| **Liverpool** | Coast | Coast Lines, Ltd. | Bristol 1942 |
| ,, | Gilchrist's RegularTraders | Rob. Gilchrist & Co. | ,, 271 |
| **London** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Malaga** | Golden Cross | James & Hodder | ,, 5 |
| ,, | Edwards | Turner, Edwards & Co. | ,, 122 |
| **Manchester** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Marseilles** | Golden Cross | James & Hodder | ,, 5 |
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| **Mexican Ports** | (*via* New York) | Cunard S.S. Co., Ltd. | ,, 4030 |
| ,, ,, | ( ,, ,, ,, ) | Chas. Hill & Sons | ,, 3948 |
| **Middlesbrough** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Nantes** | Hutchison | Turner, Edwards & Co. | ,, 122 |
| **Naples** | Anglo-Italian | Mark Whitwill & Son | ,, 5610 |
| **Newcastle-on-Tyne** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **New Orleans** | Dixie | Chas. Hill & Sons | ,, 3948 |
| **Newport, Mon.** | Gilchrist's RegularTraders | Rob. Gilchrist & Co. | ,, 271 |
| **New York** | Bristol City | Chas. Hill & Sons | ,, 3948 |
| ,, ,, | Winchester | James & Hodder | ,, 5 |
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| **Norway (East)** | Standard | Whitwill, Cole & Co. | ,, 1137 |
| **Oporto** | Edwards | Turner, Edwards & Co. | ,, 122 |
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| **Philadelphia** | Bristol City | Chas. Hill & Sons | ,, 3948 |
| ,, | Cunard | Cunard S.S. Co., Ltd. | ,, 4030 |
| ,, | Baltimore S.S. Co. | F. C. Strick & Co. | ,, 5 |
| **Plymouth** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Portland, Me.** | Dominion | Dominion Line | ,, 1808 |
| **Portland, Ore.** | Isthmian | Bethell, Gwyn & Co. | ,, 428 |
| **Porto Rico** | (*via* New York) | Cunard S.S. Co., Ltd. | ,, 4030 |
| ,, ,, | ( ,, ,, ,, ) | Chas. Hill & Sons | ,, 3948 |
| **Portsmouth** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Portuguese Ports** | Edwards | Turner, Edwards & Co. | ,, 122 |
| **Rotterdam** | Bristol Steam Nav. Co. | Bristol Steam Nav. Co. | ,, 3831 |
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| **Rouen** | Worms | James & Hodder | ,, 5 |
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| **San Francisco** | Isthmian | Bethell, Gwyn & Co. | ,, 428 |
| **Seattle** | Isthmian | Bethell, Gwyn & Co. | ,, 428 |
| **Sicilian Ports** | Anglo-Italian | Mark Whitwill & Son | ,, 5610 |
| **South African Ports** | (*via* Amsterdam) | Turner, Edwards & Co. | ,, 122 |
| **South American Ports** | ( ,, ,, ) | Turner, Edwards & Co. | ,, 122 |
| **Southampton** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Spanish Ports** | Edwards | Turner, Edwards & Co. | ,, 122 |
| ,, ,, | Golden Cross | James & Hodder | ,, 5 |
| ,, ,, | MacAndrews | Mark Whitwill & Son | ,, 5610 |
| **Stockholm** | East Sweden | Whitwill, Cole & Co. | ,, 1137 |
| **Swedish Ports** | East Sweden | Whitwill, Cole & Co. | ,, 1137 |
| **Torquay** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Treport** | John Harrison | E. Stock & Son | ,, 73 |
| **Vancouver** | Isthmian | Bethell, Gwyn & Co. | ,, 428 |
| **Vera Cruz** | (*via* New York) | Chas. Hill & Sons | ,, 3948 |
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| **Wexford** | Coast | Coast Lines, Ltd. | ,, 1942 |

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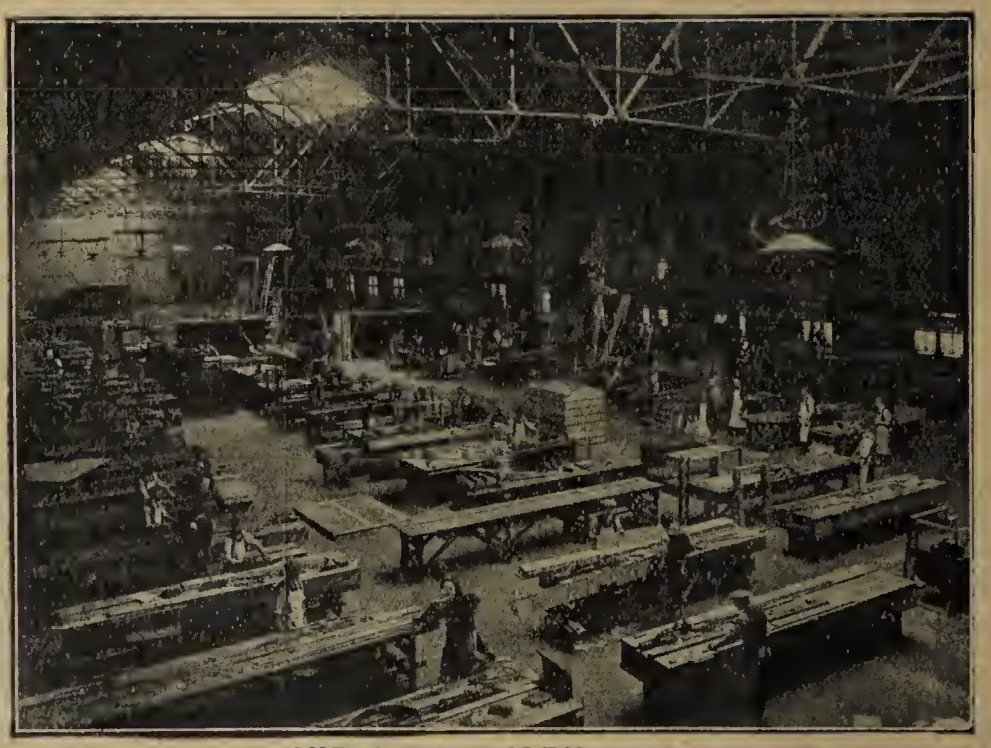
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OF THE

BRISTOL AND WEST OF ENGLAND

CHAMBERS OF COMMERCE

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**It is suggested that after this Journal has been perused, it should be circulated among your staff. The advertising pages as well as the literary matter should be of considerable interest.**

## Editorial Notices.

*The Bristol Incorporated Chamber of Commerce and Shipping accepts no responsibility for the opinions expressed in articles or letters appearing in this Journal.*

*Space is necessarily limited, but the Editors will be pleased to consider short articles or letters on subjects of general mercantile, trade, or industrial interest, and to insert them, if possible.*

*Inquiries for advertisement spaces should be addressed to the Bristol Incorporated Chamber of Commerce and Shipping, the Guildhall, Small Street, Bristol.*

## Chamber Notices.

*Offices:—Chamber of Commerce, Guildhall, Small Street, Bristol.*

*Office Hours:*—9.30 *a.m.* to 5 *p.m.* (*Saturdays*, 9.30 *a.m.* to 12.30 *p.m.*)

*Telephone:—Bristol* 368.

*Telegraphic Address:—"Chamber Commerce, Bristol."*

*Council Meetings are held on the third Wednesday in each month.*

*The Chamber is able to give or to obtain information respecting Railway Rates and Conditions, Tariffs, Customs Regulations, Openings for Trade, appointment of agents abroad, and other commercial matters.*

*Certificates of Origin, etc., may be obtained on application to the Secretary.*

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## THE LATE SIR ALBERT HOBSON.

The death of Sir Albert Hobson, on Friday, April 20th, 1923, must have caused feelings of very genuine regret to any member of this Chamber who has had the privilege of knowing him and the splendid work he has accomplished. The Bristol Chamber, in common with all others in the country, is greatly indebted to him for all that he has done in connection with the Association of British Chambers of Commerce.

He was one of the leaders of those attending the Congress of Chambers of Commerce of the British Empire at Toronto in 1920, when he excited admiration from everybody for the way in which he carried out his duties in spite of great physical disability. C. P.

———

(From the *Times*, April 21st, 1923.)

### PUBLIC WORK IN SPITE OF INFIRMITY.

By the death of Sir Albert John Hobson, which occurred yesterday morning at his residence near Sheffield, that city is deprived of one of her most distinguished sons and the commercial world loses a leader of great ability, who, in spite of disabling infirmity, rendered conspicuous public service.

Born in 1868, Sir Albert was the son of Alderman J. Hobson, scissors manufacturer in the cutlery town. Unhappily, he suffered almost from birth from infantile paralysis, and his remarkable career affords an outstanding example of the triumph of courage and determination over one of the most grievous physical handicaps to which anyone can be subject. Believing that his infirmity would prevent him from taking a prominent part in commercial life, Alderman Hobson did not give the boy any special training for a business career. Thrown very much on his own resources, and unable to take part in the recreations of other boys, young Hobson did not allow his infirmity to prevent his extracting from life all that was possible. He found that he could swim, and, though without the use of his lower limbs, became a strong swimmer. He mastered all games of skill that were open to him, and was an enthusiastic angler. He became a prodigious reader, and few men could compare with him in the wide range of his literary interests and the extraordinary number of subjects with which he became closely acquainted. His power of concentration and his facility for unravelling knotty problems in political economy and finance were extraordinary.

In business Hobson was very successful. He was chairman of Thomas Turner & Company, director of the Birmingham Small Arms Company, chairman of William Jessop & Son, vice-chairman of the High Speed Steel Alloys Company, and chairman of J. J. Saville & Company. Sheffield gave him all the municipal honours that it was possible for a man to enjoy. He became Master Cutler, president of the Sheffield Chamber of Commerce, Pro-Chancellor and LL.D. of the University of Sheffield, and Lord Mayor. For many years he was the chairman of the Finance Committee of the Sheffield Corporation.

But Hobson was not content with public work for his own city; he was elected a member of the Executive Council of the Association of British Chambers of Commerce in 1910, became senior vice-president in 1917, and president in 1920. He was also vice-president of the Federation of British Industries. For these two bodies he did an immense amount of work. He prepared numerous memoranda on economic questions of public policy arising out of the war, in which he lost his two sons, and was the chief spokesman for many deputations to Government departments.

#### Anglo-American Friendship.

During his year of office as president of the Association he became interested in the effort to promote an international Chamber of Commerce, and, in spite of his physical disabilities, determined, largely with the object of helping the International Chamber, to cross the Atlantic to attend the Congress of the Imperial Council of Commerce at Toronto, and subsequently to return on behalf of the Association the official visits that had been made by American Chambers of Commerce to Great Britain. It was a courageous undertaking on the part of a man so dependent on others for locomotion. True, to the astonishment of his medical advisers, he managed to walk a few yards with the aid of sticks, but only by tremendous exertions.

The courage of the man, not less than his remarkable eloquence, gained for him a most sympathetic hearing, and wherever he spoke, in Canada or in the United States, he was accorded a wonderful reception. At that time the general public in the United States little understood certain economic aspects of international obligations that were a legacy of the war. Mr. Hobson, as he then was, was successful in putting the British case with lucidity and force without giving the

least offence to his audiences. His speeches were inspired with enthusiasm for the cause of Anglo-American friendship. Those who were present will never forget the remarkable scene at the close of his speech in the Waldorf Astoria, when he addressed the Merchants' Association of New York, the occasion when he summed up the situation in the terse phrase, "If thou wilt not buy, thou canst not sell." Mr. Hobson, during little more than six weeks, had crossed the Atlantic, visited Quebec, Toronto, Niagara, Buffalo, Albany, New York, Boston, Philadelphia, and Washington, and returned again to Liverpool.

Becoming the chairman of the British Committee of the International Chamber of Commerce, he threw himself with great energy into that work, and frequently attended meetings at the headquarters in Paris. He was one of the guests entertained by *The Times* at Printing House Square on the occasion of the Congress of the International Chamber in London in 1921, at which he presided. His last public speech was delivered at the Rome Congress of the International Chamber in March. It was a powerful plea for arbitration in international commerce, and was considered by some of his friends who were privileged to hear it as the finest effort of his life. It was a subject near to his heart.

Created a knight in 1922, Hobson has not lived long to enjoy a well-earned honour. He would explain that the tremendous exertions entailed by moving his immense frame almost entirely by the use of his shoulders threw an unfair burden on the machinery of his body, and he did not anticipate a long life. Though his intellectual powers sometimes inclined him to be impatient of opposition, Hobson was at heart a kindly man with an exalted sense of duty and patriotism. His record of achievement in public service entitles him to a place in the grateful memory of his fellows, but the greatest honour that he won was in his mastery of his own fate—a triumph that should hearten and inspire others to whom the handicapper in life's race has seemed unkind.

———:o:———

## REDUCTION OF RAILWAY RATES.

MAY 1ST, 1923.

The tables we published in our August issue are now obsolete. For these the Bristol Chamber were indebted to Mr. J. A. Radford, of this City, who has now very kindly supplied the following fresh tables which he has compiled to facilitate the calculation of the present rates as reduced on May 1st.

As 60% of 1 /– is not an exact number of pence, the "steps" are 10d. instead of 1 /–.

To arrive at a present rate, add together the amounts shown against the figures making up the base rate.

For example, a base rate of 16 /6 would be made up of 15 /10 as shown in the base rate column, and 8d. in the pence table, and the amounts shown against these figures, viz., 25 /10 and 1 /1 equals 26 /11, the present rate. Similarly the present figure for a base rate of 23 /7 would be the amounts shown against 23 /4 and 3d., viz. 37 /10 and 5d. respectively, together 38 /3.

60% PENCE TABLE.

| *Base Rate* | *Base Rate* | *Base Rate* |
|---|---|---|
| 1d. = 2d. | 5d. = 8d. | 9d. = 1 /2 |
| 2d. = 3d. | 6d. = 10d. | 10d. = 1 /4 |
| 3d = 5d. | 7d = 11d. | 11d. = 1 /6 |
| 4d. = 6d. | 8d. = 1 /1 | 1 /– = 1 /7 |

60% PLUS 6D. TON.

| *Base Rate* | *Base Rate* | *Base Rate* |
|---|---|---|
| 5 /0 = 8.6 | 20 /10 = 33.10 | 36 /8 = 59.2 |
| 5 /10 = 9.10 | 21 /8 = 35.2 | 37 /6 = 60.6 |
| 6 /8 = 11.2 | 22 /6 = 36.6 | 38 /4 = 60.10 |
| 7 /6 = 12.6 | 23 /4 = 37.10 | 39 /2 = 63.2 |
| 8 /4 = 13.10 | 24 /2 = 39.2 | 40 /– = 64.6 |
| 9 /2 = 15.2 | 25 /– = 40.6 | 40 /10 = 65.10 |
| 10 /– = 16.6 | 25 /10 = 41.10 | 41 /8 = 67.2 |
| 10 /10 = 17.10 | 26 /8 = 43.2 | 42 /6 = 68.6 |
| 11 /8 = 19.2 | 27 /6 = 44.6 | 43 /4 = 69.10 |
| 12 /6 = 20.6 | 28 /4 = 45.10 | 44 /2 = 71.2 |
| 13 /4 = 21.10 | 29 /2 = 47.2 | 45 /– = 72.6 |
| 14 /2 = 23.2 | 30 /– = 48.6 | 45 /10 = 73.10 |
| 15 /– = 24.6 | 30 /10 = 49.10 | 46 /8 = 75.2 |
| 15 /10 = 25.10 | 31 /8 = 51.2 | 47 /6 = 76.6 |
| 16 /8 = 27.2 | 32 /6 = 52.6 | 48 /4 = 77.10 |
| 17 /6 = 28.6 | 33 /4 = 53.10 | 49 /2 = 79.2 |
| 18 /4 = 29.10 | 34 /2 = 55.2 | 50 /– = 80.6 |
| 19 /2 = 31.2 | 35 /– = 56.6 | 50 /10 = 81.10 |
| 20 /– = 32.6 | 35 /10 = 57.10 | 51 /8 = 83.2 |

The following table applies to rates now subject to an advance of 50% plus Flat rate 4d. ton, from which the new rates are arrived at by adding together the amounts shown against the pence and shillings making up the base rate.

In the case of traffic in Classes 1 to 5, 2d. must be added to the result as the Flat rate is 6d. instead of 4d.

50% PENCE TABLE.

| *Base Rate* | *Base Rate* | *Base Rate* |
|---|---|---|
| 1d. = 2d. | 5d. = 8d. | 9d. = 1 /2 |
| 2d. = 3d. | 6d. = 9d. | 10d. = 1 /3 |
| 3d. = 5d. | 7d. = 11d. | 11d. = 1 /5 |
| 4d. = 6d. | 8d. = 1 /– | |

50% PLUS 4D. TON.

| *Base Rate* | *Base Rate* | *Base Rate* |
|---|---|---|
| 1 /– = 1.10 | 14 /– = 21.4 | 28 /– = 42.4 |
| 2 /– = 3.4 | 15 /– = 22.10 | 29 /– = 43.10 |
| 3 /– = 4.10 | 16 /– = 24.4 | 30 /– = 45.4 |
| 4 /– = 6.4 | 17 /– = 25.10 | 31 /– = 46.10 |
| 5 /– = 7.10 | 18 /– = 27.4 | 32 /– = 48.4 |
| 6 /– = 9.4 | 19 /– = 28.10 | 33 /– = 49.10 |
| 7 /– = 10.10 | 20 /– = 30.4 | 34 /– = 51.4 |
| 8 /– = 12.4 | 21 /– = 31.10 | 35 /– = 52.10 |
| 9 /– = 13.10 | 22 /– = 33.4 | 36 /– = 54.4 |
| 10 /– = 15.4 | 23 /– = 34.10 | 37 /– = 55.10 |
| 11 /– = 16.10 | 24 /– = 36.4 | 38 /– = 57.4 |
| 12 /– = 18.4 | 25 /– = 37.10 | 39 /– = 58.10 |
| 13 /– = 19.10 | 26 /– = 39.4 | 40 /– = 60.4 |
| | 27 /– = 40.10 | |

———:o:———

## BRISTOL AND THE WAR.

### DOCK STAFF EXONERATED.

GOVERNMENT OFFICIALS BLAMED.

On March 23rd we published a report to the effect that Lord Curzon, in Parliament, had stated that the failure of the attack upon the Dardanelles was due simply and solely to the failure of the transport officers at Avonmouth, who sent out transports with supplies wrongly stored, causing great delay.

In justice to the staff of the Bristol Docks Committee we stated that it should be clearly understood that Lord Curzon

was not referring to the Bristol Dock officials employed at Avonmouth, and that the whole of the transport work mentioned was undertaken by transport officers posted at Avonmouth by the Government, through the Admiralty and the War Office.

Yesterday we received the following important correspondence on the subject :—

LETTER FROM DOCKS MANAGER.

SIR,—Your issues of the 23rd and 24th ult. contained paragraphs quoting from a speech by Viscount Curzon during the discussion of the Navy Estimates in the House of Commons making reference to the methods employed in loading certain transports at Avonmouth which had an adverse influence upon the fortunes of the Dardanelles expedition, and which, as quoted, appeared to reflect upon the officials of the Corporation at the Avonmouth Docks.

I am asked by the Chairman of the Docks Committee to forward to you copies of letters exchanged between Sir Thomas Inskip (Solicitor-General) and the Viscount Curzon, from which you will see that the latter's speech was misreported, and that his remarks had reference entirely to the procedure adopted by the officials of the Government Departments in loading the transports, and were not intended as in any way reflecting upon the Avonmouth Docks or their management.

Alderman Twiggs has no doubt you will be glad to give as much publication to this correction as you gave to the original report. Yours faithfully,

D. ROSS-JOHNSON,
General Manager and Secretary.

DOCKS OFFICE,
BRISTOL.

———

SIR THOMAS INSKIP'S ACTION

My dear Curzon,—You remember me speaking to you about your speech on the Navy Estimates in reference to Avonmouth. The report which has appeared in several West Country papers makes you say that the Dardanelles campaign failed owing to the transport arrangements at Avonmouth. It is perfectly plain from Hansard what you really did say, but if you will give me an assurance that it did not in any way reflect upon the facilities provided at Avonmouth Docks it would be satisfactory to Bristol, which is so very largely interested in the welfare of the docks.

Yours very truly,

T. W. H. INSKIP.

10 EATON SQUARE, LONDON, S.W.1.
MARCH 31st, 1923.

———

LORD CURZON EXPLAINS.

My dear Sir Thomas,—Ever so many thanks for your letter of the 31st, which I regret I have not been able to answer before but I have been away.

With regard to the question of Avonmouth Docks the impression I intended to convey in my remarks in the House of Commons on the Navy Estimates was that the Dardanelles campaign was lost in its initial stages owing to the fact that whoever was responsible for the transport at Avonmouth Docks had stowed them the wrong way up—in fact, all the stores which the Army would require immediately on landing were at the bottom of the hold of every transport, whereas the stores the Army could not possibly want for three months after landing were on top. The consequence of this was that practically every transport as it arrived at Mudros had to be sent away to Egypt unstowed and had to be re-stowed. The result of this was a delay of practically six weeks in the operations, which were sufficient to give the Turks time to prepare defences, of which there were practically none before, and to afford them a very good idea of the composition and disposition of the force to be employed.

I did not in any way mean to say, nor did I say, one word which would reflect on the facilities provided at Avonmouth Docks. I am quite sure that no one with the knowledge which I think I can claim to have with regard to maritime affairs in general, could be so silly as to say one word which could reflect on the magnificent docks which you have at Bristol, which must indeed be a scource of pride not only to all those associated with the city but also to every Englishman who places any value whatever on the greatness of his country.

I can only say once again how sorry I am that my actual remarks, which can be seen on reference to Hansard, should have been so misrepresented as to give rise to such an impression.

Please forgive so long a letter, but I wished to make myself perfectly clear. Yours sincerely,

CURZON.

HOUSE OF COMMONS. APRIL 9, 1923.

—*The Western Daily Press, April 18th,* 1923.

———:o:———

## BRITISH AERO ENGINE'S WONDERFUL RECORD.

———

FIFTY HOURS' NON-STOP RUN.

A record performance for an aero engine of its weight and type has been completed by the now famous 400 h.p. " Bristol " Jupiter engine. Under Air Ministry supervision, the engine was run for 150 hours and included in this was one non-stop period of 50 hours. As this engine is being mainly fitted to fast types of military aircraft this may be taken as representing a non-stop flight from Southampton to Capetown.

The tests were undertaken to demonstrate to the world the unique reliability of the " Jupiter " engine. Designers without exception have been agreed as to the desirability of the radial aircooled engine for aircraft work, but failures with radial engines had made them somewhat sceptical as to the life of certain parts such as valves, pistons, big end bearings etc. Before the 150 hour run was started upon, the various parts of the " Jupiter " engine were measured with the greatest accuracy by the supervising officials. At the conclusion of the tests the maximum wear recorded on the major parts of the engine in no case exceeded .0005 of an inch.

The weight of the " Jupiter " engine is only about $1\frac{3}{4}$ lbs. per h.p.—(it is lighter than any other proved aero engine in the world of equal power)—and this combined with its compactness and extraordinary reliability makes available an engine which can be rivalled by no foreign designer.

Despite the lean period through which the aviation industry is passing the Bristol Aeroplane Co., Ltd., have expended enormous sums upon the development of this engine within the past three years and their work has been closely followed in this and other countries. The completion of these extraordinary tests, with no other cooling than that from the slipstream of an ordinary aeroplane propeller driven by the engine has demonstrated the extreme reliability and endurance of this type of powerful aircooled power unit.

Already the " Jupiter " engine had attained fame as the only aero engine of any type which had successfully passed the required 50 hours tests of both the British and French Air Ministries, and it is being built under licence in France for fitting into numerous French types of aircraft. It is the first British aero engine ever adopted for construction in France, and this fact alone shows the high opinion which the French Authorities have formed concerning this power unit.

# THE PORT OF BRISTOL.

In September of last year, this country, and incidentally the City and Port of Bristol, received a visit from Mr. J. S. Jessep, vice-chairman of The New Zealand Meat Producers' Board. Mr. Jessep inspected the Dock facilities at Avonmouth, and also interviewed a number of interested importers of Colonial produce.

* * * * * *

From observation in Colonial journals it is interesting to note the remarks of Mr. Jessep on his return as regards the impressions gained by him on his visit to this country. For example, in an interview with him recorded in a journal now to hand, he is reported to have referred to " the Docks at Avonmouth, controlled by the Corporation of Bristol, where the facilities are especially good," going on to say that whilst " London is the biggest market, and always will be, it is not the only market, and that it would be very unwise to leave the other ports without direct supply." This, of course, is all to the good as regards any influence which the Meat Producers' Board may exert, but it must be borne in mind that the Board have not yet intervened in the least upon the commercial side of shipping, *it still remains for traders to buy c.i.f.* more freely in order to develop the direct traffic.

* * * * * *

Another visitor to the Docks towards the end of April has been Mr. T. W. Attwood, representing the Federation of Fruit Growers' Associations in New Zealand. The cultivation of apples for export in the Dominion is in its commencing stages and considerable efforts towards developments are being made, and a factor in such developments must, of course, be shipment to ports nearest to respective distributive area, and in this connection Mr. Attwood expressed his keen appreciation of the facilities for handling, re-forwarding, and where necessary, cool storage of the fruit.

* * * * * *

The removal of the embargo against the importation of Canadian cattle into the United Kingdom, after having been in existence for 30 years, takes effect from the beginning of April, and initial experimental shipments to northern ports have already been made with apparent success. The Port of Bristol should undoubtedly procure a substantial share of this trade as it develops. Apart from Scotland, which is of course, best served through Scottish ports, the position of the Port of Bristol clearly offers decided advantages over any other West Coast ports for distribution of cattle to the principal grazing areas in the Eastern, Midland, Southern and Western Counties.



Avonmouth viewed from the Sea.
Showing Entrance Locks, also River Avon (on the right) leading to the City Docks.

* * * * * *

An important consideration at Avonmouth as regards cattle is the choice of alternative railways by two independent routes—the Great Western and the London, Midland & Scottish, to either of whose trucks the lairs at Avonmouth give impartial direct access by Docks Committee's lines, and, through these two great railway groups, to all receiving points. Of course the lairs are directly alongside the quay, and this, combined with the direct-to-truck facility, affords the minimum handling of the cattle. A further consideration, perhaps most important of all, is the fact that the nearer location of the Port to the grazing areas connotes substantial savings in the cost of railway haulage.

# MONTHLY MEETING OF THE COUNCIL.

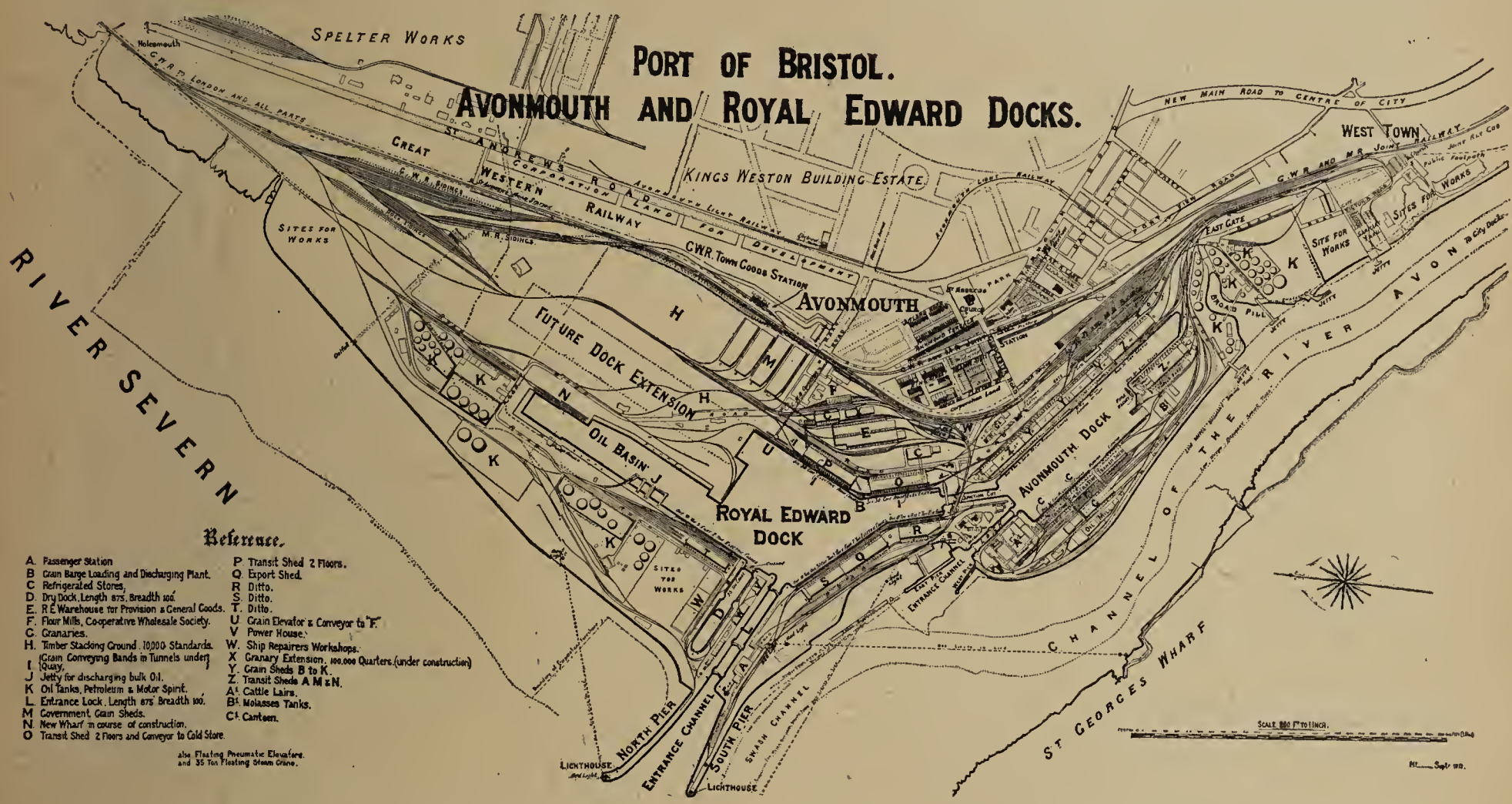
## VISIT OF TRADE DELEGATION FROM VANCOUVER. 'PHONE SERVICE TO THE DOCKS.

The President, Mr. E. T. Thornton, presided over the monthly meeting of the Council of the Bristol Chamber of Commerce, held on Wednesday, April 25th, 1923, when he was supported by Messrs. C. E. Barry, Percy Berrill (Steamship Owners Section), J. Herbert Budgett, T. Hosegood Davies, Gerard E. Fox, George E. Gedye (Canned Goods Trade Section), A. Gibbons (Dried Fruit Trade Section), R. G. Hervey, Sir Sidney Humphries, H. Wynne Jones, G. Palliser Martin, D. Ross-Johnson, G. B. Shipway (Sugar Trade Section), Egbert Spear, Fred W. Spear, W. N. Tribe, Alderman H. W. Twiggs, Norman Wills (Paint Trade Section), and W. J. Hilliar, secretary.

man, Mr. F. J. Widgery, to succeed Mr. Edgar E. Kerslake as the representative of the Section on the Council.

### Delegation from Vancouver Board of Trade.

The President reported that a formal invitation to visit Bristol had been extended by the Chamber to the members of the delegation from the Vancouver Board of Trade who were expected to reach this country towards the end of May. The visitors would probably number 25, including ladies, and primarily their object was to come in contact with Chambers of Commerce in the various business centres of the United Kingdom and to exchange views with representative business men as to the best methods of increasing trade between British Columbia and England. The date suggested was Friday, May 25th, and a tentative programme had been drawn up for the reception and entertainment of the Chamber's guests. These arrangements included a motor tour to places




### The Late Sir Albert Hobson.

The President referred to the lamented death of Sir Albert Hobson, and spoke of the tremendous amount of work he had done as President of the Sheffield Chamber of Commerce, of the Association of British Chambers of Commerce, on the Imperial Council of Commerce, at the Congresses of Chambers of Commerce of the British Empire, and the International Chamber of Commerce. It was at a meeting of the last-named, held in Rome, that he contracted the illness from the effects of which he succumbed.

He (the President) moved that a message of sympathy be sent from the Bristol Chamber to Miss Hobson and the Sheffield Chamber of Commerce in the great loss they had sustained. This was carried, the members standing in silence.

### Provision Trade Section.

A letter was read from the Wholesale Provision Trade Section of the Chamber nominating their newly elected chairof historic interest in the city, a luncheon, which all members of the Chamber would have an opportunity of attending, and a visit to Avonmouth Docks, on the way to which the visitors would see the Cabot Tower, the Suspension Bridge, and the glorious Downs.

The Council approved, and referred all matters of detail to the General Purposes Committee.

### Retail Trades Section.

It was reported that two joint meetings with representatives of fourteen retail trade associations had been held, and in accordance with the rules, an official application was now presented to the Council for permission to form a Retail Trade Section of the Chamber.

The Council granted the necessary authority and agreed in principle with the suggested constitution under which the Section will have two seats on the Council.

### Railway Rates Tribunal: Joint Committee.

The Chairman of the Railways and Canals Committee (Mr. J. Herbert Budgett) reported the steps taken towards the formation of a Local Joint Committee, under the Railways Act, 1921, Section 28 (1) (i), for the area of which Bristol is the centre. There was, he remarked, to be a meeting at an early date to settle finally the boundaries of their territory, and the interests that should be represented on the Committee.

### Exceptional Railway Rates.

The Council decided once more to bring this matter to the attention of manufacturers, merchants, and traders, and to urge upon them the imperative necessity of immediately getting out either individually, or collectively through their respective trade organisations, full particulars of all exceptional rates of which they have the advantage under existing conditions.

It is felt that if this work is left until the standard railway rate have been approved and agreed it will be too late then to prepare the innumerable cases which will have to be made out for the retention of exceptional railway rates. Many of these will undoubtedly be cancelled, and, therefore, it is of vital importance to users of the railways for traffic purposes that they should without delay give close and serious attention to this pressingly urgent matter, otherwise they will be running grave risks of losing the benefits they have at the present time.

### Train Services.

The Council were informed that the requests made by the Chamber for improved train services between Bristol and London and Bristol and Weymouth were receiving the earnest consideration of the railway authorities.

### Avonmouth and Shirehampton Telephones.

The following letter was read from Sir W. Joynson-Hicks, H.M. Postmaster-General, in response to the most recent representations of the Chamber :—

" With reference to your letter of the 10th March, 1923, I have given careful consideration to the question of telephone charges as affecting Avonmouth and Shirehampton subscribers, but I regret that I am unable to adopt the view that Avonmouth should be treated exceptionally by including it in the Bristol local fee area. The present telephone tariff is based on a uniform system of charging strictly according to the distance between the originating and the called exchange, and it is impossible to make arbitrary exceptions without provoking similar demands from numerous other localities similarly situated, including not only the ports but the dormitories of London and the big towns. The present charge for a call between Avonmouth and Bristol is only 2½d. as compared with 2d. paid by a message rate subscriber before the war—an increase which compares very favourably with the additional charge in many other districts—e.g., Tilbury to London from 2d. to 8½d.—which followed the revision of this tariff on a uniform basis in April, 1921."

The Council could not admit that they were asking for arbitrary exceptions; they based their case on local conditions which probably were unique in the country.

It was accordingly resolved to refer the question back to the General Purposes Committee, with an instruction to seek an interview with the Postmaster-General in order to lay before him personally the Chamber's plan for overcoming all obstacles and improving the telephone service with the docks at the mouth of the river which were within the city boundaries.

### Railway Companies and Signatures for Traffic at the Docks.

An official announcement was made that the Chamber might expect the machinery for dealing with the Bristol Docks traffic claims to be put in motion early in May.

### Income and Super-Tax.

The President referred to the evidence submitted in writing by the Chamber to the Special Expert Committee of the Association of British Chambers of Commerce on the question of the simplification of Income tax and Super-tax forms.

The Committee had now made their report and recommendations, which, in his judgment, coincided with the views advanced by the Bristol Chamber, who were now asked to send in any comments or observations they desired to make for the consideration of the Expert Committee.

The Council remitted the memorandum to the Finance Committee for examination and report, at the same time giving them authority to act in case of need.

### Halfpenny Post.

Certain cases of surcharges brought to the notice of the Chamber having been discussed with Mr. F. C. Luke, the Postmaster-Surveyor of Bristol, who had courteously explained the reasons, and defined the regulations, were reconsidered, and it was agreed to take the matter up with the Secretary of the General Post Office in London, in the hope that it might be possible to get a wider interpretation of the regulation concerning accounts, invoices, etc., in covers bearing a halfpenny stamp.

### South Wales Steamship Service.

A letter was read from the Transport and General Workers' Union directing attention to the facilities afforded by the steamship services between Bristol and South Wales for the transport of traffic. These vessels, it was pointed out, were not receiving adequate support from Bristol merchants and traders, notwithstanding the fact that every effort was made to get the freights as low as possible, to which end the men and crews engaged had given their assistance even to the extent of accepting reductions in wages beyond the terms of their agreements.

The Union asked the Chamber to press their members to give all the traffic they could for South Wales to these steamers, not only in their own interest, but also in the wider interest of the Port, seeing that it was a wise policy to ensure the maintenance of the water route for the transport of goods and merchandise to the markets across the Channel.

The President remarked that this was a subject which the Chamber have very much at heart and for years past they had been advising citizens to do all in their power to support the coastwise Steamship services, as well as those on the canals.

The Council appreciated the spirit of the communication from the Transport and General Workers' Union, and agreed to bring the subject matter to the notice of members.

### Boys' Week.

The Council were asked to do all in their power to make the Boys' Week a complete success.

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## THE BRITISH EMPIRE EXHIBITION (1924).

Seeing that allotments of space in the United Kingdom Halls are now rapidly being made, it will be well for those manufacturers wishing to participate in the Exhibition, but who have not yet forwarded their applications for space, to do so without delay.

# THE ASSOCIATION OF BRITISH CHAMBERS OF COMMERCE.

## Sixty-Third Annual Meeting.

Among an unusually large attendance, Bristol was represented by :—Mr. E. T. Thornton, President ; Mr. J. Herbert Budgett (President 1915-16), Member of the Executive Council of the Association ; Mr. Gerard E. Fox (President, 1921) ; Mr. H. Wynne Jones (President, 1920) ; Mr. Egbert Spear, (President, 1914) ; and Mr. W. J. Hilliar, Secretary.

## SUMMARY OF PROCEEDINGS.

### Loyal Message to His Majesty the King.

At the opening of the meeting, Sir Arthur Shirley Benn, K.B.E., M.P. (President), moved, and Mr. Arthur Balfour, J.P. (President-Elect) seconded the following loyal message to the King, which was carried unanimously and transmitted by telegram :—

> "The delegates from the Chambers of Commerce in the United Kingdom, and from British Chambers of Commerce established abroad, assembled at the 63rd Annual Meeting of the Association of British Chambers of Commerce desire to offer to your Majesty an expression of their loyalty and affection for your Majesty's Throne and Person.
>
> "The delegates are gratified that at the Annual Dinner of the Association to-night they will be honoured by the presence of H.R.H. The Prince of Wales, whose high sense of devotion to public duty is recognised by all your subjects.
>
> "The Association rejoices in the signs that exist of the revival of trade and trusts that this improvement may continue and so bring back prosperity to the Country and to the Empire as a whole.
>
> Arthur Shirley Benn, *President.*"

The following telegram was subsequently received in reply :

> "I am commanded to express the sincere thanks of the King for the kind and loyal assurance which you have addressed to His Majesty on behalf of the delegates of the Chambers of Commerce in the United Kingdom and from the British Chambers of Commerce established abroad. It is gratifying to the King to know that the Prince of Wales will be present at the annual dinner this evening. His Majesty shares the hopes of the members of the Association that a revival of trade and commerce in the near future may bring back prosperity to this country and the Empire."

The President, Sir Arthur Shirley Benn, K.B.E., M.P., announced to the meeting that Sir Albert J. Hobson, Ex-President, was dangerously ill and not expected to live, and on the motion of the President, seconded by Mr. Arthur Balfour, J.P., President-Elect, the following resolution of sympathy was sent by telegram to Miss Hobson :—

> "The Annual Meeting of the Association of British Chambers of Commerce has heard with grief of the serious illness of Sir Albert Hobson and sends his family their deepest sympathy in the grave anxiety through which they are passing."

## RESOLUTIONS ADOPTED.

### Finance and Taxation.

*Reparations.*—In the opinion of this Association of British Chambers of Commerce the present uncertainty in regard to Reparations is detrimental to the peace of the World and is preventing the improvement of industry and commerce.

The meeting requests the Executive Council to consider the advisability, in co-operation with the International Chamber of Commerce and other Associations, of calling a meeting of business men and financiers to consider independently what is possible in regard to Reparations with a view to educating the public opinion of the World.

This Association desires to emphasize its view that the security of France against aggression, to which she is justly entitled, should be given first consideration in connection with the question of Reparations.

*Inter-Allied Debts.*—That this Association of British Chambers of Commerce desires to express its appreciation of the funding of the American Debt but urges His Majesty's Government to come to some settlement of the other Allied Debts at the earliest possible moment as the present uncertainty is delaying the expansion of industry and commerce.

*Co-operative Societies and Income Tax.*—That this Association re-affirms the opinion expressed on many previous occasions that industrial Co-operative Societies should be assessed to Income Tax in the same way as other trading concerns.

*Cabinet Committee on Rating and Valuation.*—That His Majesty's Government be urged to expedite the issue of the Report of the Cabinet Committee appointed "to consider the question of legislation with respect to rating and valuation," particularly in view of the action of numerous rating authorities in promoting re-valuation schemes tending to accentuate anomalies and inequalities of long standing, the removal of which calls for early and already foreshadowed legislative action.

*The Budget.*—This Association of British Chambers of Commerce welcomes the announcement of the Chancellor of the Exchequer that he appreciates the imperative necessity of further economies in national expenditure, and desires to assure him of the support of the Association in efforts which he may make in that direction, as the Association is convinced that further considerable reduction in the total national expenditure is imperative if industry and commerce are to be restored and unemployment relieved.

The Association regrets that the Chancellor of the Exchequer has not found it possible to abolish entirely the Corporation Profits Tax which it considers an essentially bad tax, unfair in its incidence, and one which hampers the development of the trade of the country.

### Home Affairs and Transport.

*Railway Local Joint Committees* (*Local Conferences of Railway Companies and Traders*).—That this Association approves the scheme provisionally agreed between the Railway Companies and the Association for the constitution of the proposed Local Conferences of Railway Companies and Traders and the functions which they should perform, and urges that the necessary steps be taken to have the Committees set up with representatives of all classes of traders including Industrial, Trading, Agricultural and all cognate freight interests, at the earliest possible moment.

*Railway Rates on Goods Traffic.*—That the Executive Council of the Association be requested to take action at the appropriate time with a view to securing a further percentage reduction in railway rates on goods, on the following grounds :

(*a*) That the traffic passing over the railways has of late considerably increased.

(*b*) That the working costs have greatly decreased and may be expected to decrease further owing to the Grouping.

(*c*) That the net revenue from working has been increased and, furthermore, that very large sums have been received by the Railway Companies from the Government.

(*d*) That whereas, in particular, in all other enterprises, where the working costs include heavy wage payments, wages have been and are being reduced and, in consequence, prices of commodities are falling, railway charges have only been reduced by almost negligible percentage reductions and have not, as in other enterprises, materially contributed towards the necessary reduction of costs and distribution.

(*e*) That a substantial increase in traffic would result from a bold policy of material reductions in railway charges.

*War Charges Validity Bill.*—That this Association requests the Executive Council to consider the War Charges Validity Bill, re-introduced by the President of the Board of Trade, which seeks to legalise certain charges levied by Government Departments during the War, and to take such steps as may be necessary in the matter.

*Merchandise Marks Acts.*—That a representation be addressed to the President of the Board of Trade, urging His Majesty's Government to introduce a Bill to amend the Merchandise Marks Acts as far as possible on the lines recommended by the Departmental Committee which reported in 1920.

*Administration of Unemployment Relief.*—That in view of the fact that the administration of Unemployment Relief, which is at present in the hands of at least seven different Authorities, is not properly co-related and overlaps, with the serious result that in some districts the total relief granted is equal to and sometimes exceeds the standard rate of wages and that such uneconomic method of relief dangerously undermines the *moral* of the recipients, is wasteful, raises the cost of manufacturing production and leads to unemployment, this Association strongly urges upon the Government, by deputation if necessary, co-ordination in the administration of unemployment relief with a view to securing that only a necessary relief be granted so as to encourage the workers to seek employment.

*Unemployment Benefits.*—This Association is of opinion that the time has come for a reconsideration of the present system of the payment of benefits to the unemployed, and suggests that a Committee be appointed by the Executive Council to enquire into the whole question with a view to ascertaining whether some more effective system can be devised.

*Halfpenny Post.*—That this Association of British Chambers of Commerce welcomes the extension of time granted by the Postmaster-General for the later posting of halfpenny postal packets, but considers it of the most serious necessity that such halfpenny postal packets, consisting as they frequently do, of urgent commercial documents, such as advices, orders, instructions, invoices, etc., should not be in any way delayed, in places where local conditions will permit, but should be dealt with in the ordinary post as in pre-war times.

And further with a view to helping the postal authorities, it is recommended that in the case of purely advertising circulars, the postal authorities should require same to be handed over the counter in bulk and be at liberty to hold back such advertising matter to a subsequent despatch if it be found necessary to do so.

*Mails to South America.*—This Association urges His Majesty's Postmaster-General to accelerate the British Mails to South America so that they shall not take longer in transmission than those from other parts of the continent of Europe.

### Foreign and Colonial Affairs.

*Support for British Chambers of Commerce Abroad.*—In view of the important services which British Chambers of Commerce in foreign countries are rendering in promoting British commerce and in safeguarding the interests of British manufacturers and merchants, this Association again urges upon the attention of members of Chambers of Commerce at home the urgent necessity of their support by joining as members all British Chambers of Commerce abroad in countries with which they trade.

*Housing of British Representatives Abroad.*—This Association desires to urge upon His Majesty's Government, in view of the totally inadequate accommodation provided for His Majesty's Representatives in South American countries, that steps should be taken at an early date to secure suitable permanent premises for the housing of British Representatives in such countries where these have not already been secured.

*Rules for the Carriage of Goods by Sea.*—That this Association welcomes the introduction in the House of Lords by the Lord High Chancellor of a Bill for an Act to "amend the Laws of Carriage of Goods by Sea," and requests the Executive Council to consider the provisions of the Bill and to watch its progress through Parliament, having regard to the provisions of the "Hague Rules" 1921, and the draft Convention of the Brussels Diplomatic Conference 1922, but urges that bulk cargoes should be excluded.

*Fees for Visa of Consular Invoices.*—That this Association of British Chambers of Commerce protests against the growing practice of some Foreign States imposing fees for the visa of Consular Invoices on an *ad-valorem* basis, as high in some cases as 5 per cent. in addition to the specific charges of fees from 5s. to £1 per invoice, the whole charge reaching in some cases 10 per cent. on the total value of the invoice, and that the President of the Board of Trade be urged to forward through the Foreign Office strong representations to the Governments of such Foreign Powers against these onerous restrictions upon Trade and this indirect and objectionable method of imposing additional import duties.

*Canadian-French Commercial Convention.*—That this Association of British Chambers of Commerce, whilst in no way wishing to interfere with the Domestic Policy of Canada, desires to draw attention to the reduction in the ratio of the British Preferential Tariff on goods coming within the arrangements of the Commercial Convention between Canada and France, and requests the Executive Council to take any action it considers most effective.

*European Telephone System.*—That having regard to the recent advances by which it is now technically and commercially feasible to telephone over great distances, this Association being convinced of the great need for facilities for telephoning throughout Europe, requests His Majesty's Postmaster-General to encourage the setting up of a suitable organisation for the service and asks the Executive Council to take such steps as may be necessary.



"Transport *counts*—use Bristol Lines."

VOTE OF THANKS TO THE PRESIDENT.

Moved by Sir Henry Whitehead, President, Bradford Chamber of Commerce. Seconded by Mr John Hunter, Derby Chamber of Commerce, and carried with applause :—

"That the best thanks of the Delegates to the 63rd Annual Meeting of the Association of British Chambers of Commerce be accorded to Sir Arthur Shirley Benn, K.B.E., M.P., for his conduct in the Chair.

ARTHUR SHIRLEY BENN, *President.*
ARTHUR BALFOUR, *Deputy-President.*

———:o:———

## RAILWAY MILEAGE TABLES (GREAT BRITAIN).

In view of the wide-reaching changes which shortly come into operation under the provisions of the Railways Act of 1921, and the profound modifications in railway mileages which must result from the extensive grouping arrangements, the time is now opportune for the publication of a complete set of Mileage Tables for Great Britain, thus removing one of the principal disabilities under which large traders have hitherto suffered.

It is a significant fact that, although railway rates are primarily based upon mileage, traders have never been in possession of accurate and comprehensive details of railway distances, and have been unable to check satisfactorily the main basis upon which their rates are compiled.

To meet this deficiency the Birmingham Chamber of Commerce (95 New Street, Birmingham) contemplates the publication of Mileage Tables covering the whole of the stations and junctions in Great Britain and showing additionally the distances to and from the principal private sidings. The tables have been so arranged that anyone, having a knowledge of the general routes for traffic, will be able to compute the distances between any two points without difficulty. Every care has been taken to ensure their accuracy, and to indicate any exceptional conditions (such as bonus mileages) throughout.

The compilation will form an invaluable and permanent record of the old conditions prior to the Railways Act of 1921 and is also designed specially to meet the new. It includes :—

(1) Alphabetical mileages between principal goods depots and important junctions.

(2) Point-to-point mileages covering the whole of the railway systems of Great Britain (to facilitate the calculation of distances to all intermediate points). (There are several thousand tables in all).

(3) A complete list of the recognised exchange junctions and junction arrangements in respect of each and every Company.

(4) A complete list, alphabetically, of recognised competitive points and depots.

(5) An alphabetical index (some 14,000 entries) of the whole of the stations and depots—together with the nature of the accommodation provided—and the junctions carefully referenced to the Mileage Tables. (This index affords a simple method for tracing and identifying the particular tables which may be required in computing any distances).

(6) A table of shortest distances between principal points.

The whole will comprise a substantial volume of between three and four hundred pages, and will supply an indispensable want for the large trader. The cost of production is necessarily high, and the price is fixed at 50s. per copy. To those traders, however, ordering prior to publication a charge of £2 2s. only will be made. The book can only be published at this low figure if the venture is heartily supported by the traders, and forward orders given.

The Birmingham Chamber will be pleased to supply further particulars.

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## CANADA.

BANKING POSITION AND BOND SALES.

*(From H.M. Trade Commissioner.)*

TORONTO.

The statement of Canadian chartered banks for February shows an increase of 16 million dols. in savings in the banks during the month, which makes a gain of 55 million dols. under this head during the four months from November. The statement indicates better basic conditions, there being a reduction in call loans both at home and abroad, and a gain of 8 million dols. in current loans. The total assets of the banks increased by 48,700,000 dols. during the month. As compared with the corresponding month last year, current loans in Canada were lower by 103 million dols., while such loans abroad increased by more than 10 million dols.

BOND SALES IN MARCH QUARTER.

Sales of Canadian bonds for the first three months of the year totalled 104,289,577 dols., compared with 75,413,559 dols. in the March quarter of 1922. The greater proportion of offerings was disposed of in the home market, sales in Canada totalling 57,845,577 dols., in the United States 44,944,000 dols., in Great Britain 1,000,000 dols., and elsewhere 500,000 dols.

PROVINCE OF QUEBEC BONDS' HIGH PRICES.

An important incident in March was the sale of Province of Quebec Bonds, amounting to 5,000,000 dols., at a price of 98.935, an approximate cost to the Province of 5.085 per cent. The price was the highest quoted for any Provincial Government Bond issue in the Canadian market for a number of years, and indicates that Canadian investors in gilt-edged securities may have to accustom themselves to a 5 per cent. interest return in the future instead of $5\frac{1}{2}$ or 6 as in the past two or three years.

IMPORTANT SULPHITE ISSUE.

An issue of 3 million dols. First Mortgage 20 Years $6\frac{1}{2}$ Per Cent. Bonds of the Bay Sulphite Company, Ltd., was made in March. The company is one of the largest producers in Canada of high-grade sulphite pulp, commencing operations in 1918. The company operates two modern mills, one at Port Alfred, Quebec, on the Saguenay River, and the other on the north shore of Chaleur Bay, Gaspe Peninsula, with a combined capacity of 70,000 long tons sulphite pulp per annum. The company's entire output is sold under ten-year contracts to responsible British and French paper interests.

The Bay Sulphite Company, in its own right, or through its subsidiary, owns 50,000 acres freehold and 996 square miles leasehold timber limits in the Province of Quebec, estimated to contain 6 million cords of pulpwood. In addition the company holds private leases and contracts for pulpwood. The wood supply is reported to be sufficient for forty years' operation of both mills at present capacity.

## NEW MARKETS.

Manufacturers and business men have had ample opportunity during the past two years of reviewing and taking stock of the altered international and economic conditions, and most are familiar with the external considerations which affect them if they have not deeply analysed the causes which underlie the whole commercial fabric of the country. The immediate and vital need being the development of our industries and the expansion of our export trade, commercial men, and some politicians, have quite rightly turned their attention to the subject upon which these depend.

Where are we to find the markets for our goods? Shall we pursue our old policy and look almost exclusively to the old channels of export to rehabilitate us, or shall we boldly proclaim a new policy, and, acting upon sound principles, adapt ourselves to the new conditions? From which source are we to obtain that trade which will react to the greatest advantage of this country? A correspondent supplies some remarkable figures which go to show that the trade of Europe in pre-war days was of by no means such dimension as to be the explanation of our recent dismal experience. On the other hand British Possessions bought from us considerably more than a third of our total exports, and, what is of greater importance, they not only buy more than all Europe, but they buy those particular goods on which most labour has been spent.

Taking the year 1913 our exports, excluding bullion, were as follows:—

| | | Percentage. |
|---|---|---|
| To British Possessions .. | £195,300,000 | 37 |
| To Distressed Europe .. | £132,750,000 | 25 |
| To Other Places .. .. | £197,200,000 | 38 |

Mr. Julius Vogel has further analysed these figures and found out that no less than 42 per cent. of the manufactured goods sent from this country went to British Possessions, which only took five and a half per cent. raw material. Against this Europe purchased twenty per cent. of our manufactured goods and 52 per cent. of our exported raw material. From this it will be seen which is the better customer, and which is the one most likely to help us at the present time.

With the loss, partial or complete, of many markets the British manufacturer has been faced with a greatly restricted outlet for his commodities, while the costs of production, due to labour and taxation, have made it impossible for him to stimulate trade by the process of cutting prices. Happily conditions are improving and the sterling exchange is very near pre-war parity. This enables us to buy food and materials at a cheaper rate and will have a pronounced effect in the near future.

For the above reason, if for no other, it is with pleasure that we welcome the announcement of the President of the Board of Trade that, when the arrangements for the proposed Empire Economic Conference have been settled, it is his intention to call upon representatives of trade and commerce in this country to discuss the situation. If this means that the several great organisations in the country are to be asked to send representatives the intimation is all the more welcome. For a Government to select a few men, however capable, is not the best way of getting at the opinion of the rank and file throughout the country.

The Prime Minister is pledged to call the Economic Conference as early as possible, and there is a suggestion that it should wait until the meeting of the next Imperial Conference, the reason advanced being that the presence of the Dominion Premiers is vital to the success of the Economic Conference. We would rather see an assembly of men entirely engaged in commerce and business who would bring their expert knowledge to bear upon the many matters for discussion. This might well form a preliminary to the Imperial Conference, to which a report could be made and any subject of policy remitted.

———:o:———

## SANITARY INSPECTION OF ARGENTINE AGRICULTURAL EXPORTS.

A recently issued Presidential Decree, which is to come into force in July next, lays down regulations for the sanitary inspection of agricultural products exported from the Argentine Republic.

The Minister of Agriculture is to organise in the Ports of Buenos Aires, La Plata, Bahia Blanca, Rosario, in the city of Mendoza (and in other ports if necessary) an inspection service for plants, shoots, tubers, bulbs, seeds and grain, fresh fruits and vegetables destined for export, in order to ascertain their sanitary state, conditions of packing and shipment.

Exporters are required to apply to the Minister of Agriculture, in the prescribed form, for permission to export each consignment.

Detailed instructions respecting the nature of the inspection, analysis, or cleaning necessary for each category or class of produce are specified in the Decree, which provides for the issue of certificates if the goods are recognised as suitable for export.

A copy of the Decree in Spanish may be seen by persons interested on application to the Tariff Section of the Department of Overseas Trade, 35 Old Queen Street, London, S.W. 1.

Telephone: No. 3644 (2 lines). Telegrams: "Wickham, 3645 Bristol."

**Wickham & Norris Ltd.**

TIMBER MERCHANTS,

**Wapping Dock, BRISTOL.**

WATERSIDE & RAILSIDE PREMISES.

WELL-EQUIPPED ELECTRICALLY DRIVEN
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THREE DRYING KILNS.

*MAKERS OF*

**High-class Mouldings,**

**Floorings and Matchings.**

**RELIABLE WOOD-BLOCK FLOORINGS**

ESTABLISHED 1840.

## Editorial Notices.

*The Bath Chamber of Commerce accepts no responsibility for the opinions expressed in articles and letters appearing in this Journal. Official information and Reports of Meetings, etc., are prepared with as much care as possible, but the Chamber accepts no responsibility for any error.*

*The Editor will be pleased to consider short articles or letters on subjects of general trade and industrial interest, and insert them, if possible.*

*Inquiries for advertisement spaces should be addressed to the Bath Chamber of Commerce.*

## Chamber Notices.

*Offices :*—3 *Wood Street, Queen Square, Bath.*

*Office Hours :*—9.30 *to* 5 *p.m.* (*Saturdays,* 9 *a.m. to* 12 *noon*).

*Telephone :*—876 *Bath.*

*The Chamber issues Certificates of Origin for all countries where required. Also Identity Certificates and Certificates for Export of Samples.*

*Members desiring information on any commercial matter are invited to communicate with the Secretary.*

*Disputes and differences arising out of commercial transactions may be referred to arbitration under the arbitration rules of the Chamber.*

## Membership.

*The Secretary will be pleased to furnish particulars on application.*

## Meetings.

*In addition to the Annual General Meeting in January, General Meetings of the Chamber are held in February, March, April, May, June, September, October, November and December.*

## General Purposes Committee.

*The General Purposes Committee meet on the third Friday in each month or oftener, if necessary, at the Offices of the Chamber, 3 Wood Street, Queen Square, Bath.*

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## FOREWORD BY THE PRESIDENT
### OF THE BATH CHAMBER OF COMMERCE.

———

Gentlemen,

My year of office as your President coincides with the twenty-first year of the Bath Chamber of Commerce as an incorporated body.

As such it may now be said the Chamber is full grown, but it cannot yet be that as regards numbers, as we are always desirous of adding to its Membership. This is necessary for two very good reasons ; the subscription being small a large Membership is necessary to keep up the efficiency of the Chamber, and the more professional and commercial business men we can interest in its work, the better it must be for the Chamber and its prosperity and usefulness.

I wish to press upon those who are not already members, that by being associated with the movement, they are helping to assist not only their own local Chamber of Commerce, but the Association of British Chambers of Commerce who look after so keenly the business interests of the British nation, both at home and abroad.

The last twelve months has been a difficult time in many respects, heavy taxation making for shortness of money.

Looking forward, however, and taking into account that the fiscal affairs with America have been amicably arranged, a tendency to a steady improvement in trade should be assured, and we ought to hope for better times.

The work of the Associated Chambers of Commerce has been well maintained throughout the year, and one has only to look at the daily papers to see the influence the Association has now attained in public estimation.

Every subject of interest to the business community is promptly dealt with by your Chamber, and reports thereon remitted to headquarters and other Chambers for their consideration.

The reports received periodically from our delegates who attend the Annual and Quarterly Meetings in London have proved most interesting and instructive.

The reduction in Postal charges—your ex-President's great ambition—is likely to become an accomplished fact. The Chamber congratulates him upon making his voice heard at the Quarterly Meetings in London upon this most vital subject.

I think on the whole the Bath Attractions Week last Summer was an unqualified success, though there were those who did not see the necessity for the effort. The enterprise was the offspring of the Chamber, and it has been decided to support the second Shopping Week which has been decided shall be held again in the Autumn of 1923.

It is always the Chamber's desire to work in sympathy with the Corporation of our City, and in every way possible support any scheme which is propounded for the good of the Queen City of the West.

There is cause for congratulation that the Bathing Establishment is now controlled by a small Committee of seven Aldermen and Councillors, and we look forward to satisfactory results in this most important of all local municipal undertakings.

Holding as I do the honoured position of your President, my sincere wish is that with your cordial support, I may be able to " Carry on " the good work of the Chamber and maintain the standard of efficiency to which it has been brought by the untiring efforts of my predecessors.

E. P. Mallory,
*President.*

———:o:———

## NEED OF A CITY HALL.

———

### Crushing at the G.W.R. Station.

The monthly meeting of the Bath Chamber of Commerce was held at the Guildhall on March 26th, when in the absence of the President (Mr. E. P. Mallory) in consequence of indisposition, Mr. Walter J. Cook, senior vice-chairman, presided. There was a good attendance of members.

The secretary was asked to convey to the President the regret of the members at his enforced absence on account of illness, and wish him a speedy recovery to health.

### New Member.

Mr. G. A. Mariner, City Metal Works, 19 Monmouth Place, Bath, was elected a member of the Chamber.

### Urgent Need of a City Hall.

At the outset of the debate on this most important question, the Secretary read the resolution sent to the City Council in June, 1922, urging the Council to consider seriously the wisdom of erecting a city hall on the Market site.

A long and interesting discussion followed, in which the following took part: Mr. E. J. White, Mr. J. Barter, Mr. Douglas R. Hatt, Mr. A. E. Ball, Mr. Arthur Cole, Mr. A. B. Bryant, Alderman G. F. Powell and the Chairman. The last-named mentioned that the President was strongly in favour of such a hall being built at the earliest possible moment, as he felt that without such a building the city was heavily handicapped.

Ultimately the following recommendation was agreed upon: "That in the opinion of this Chamber, the erection of a city hall is very desirable, and this Chamber requests its General Purposes Committee again to take the matter into consideration, and, further, to get in touch with those in favour of the project, and if thought desirable call a public meeting of citizens to discuss such a scheme."

### Association of British Chambers of Commerce.

It was left to the President, Vice-Chairman and Secretary, to vote for 12 Chambers, whose nominations they considered desirable to serve on the Executive Council of the Association.

### Understamping of Correspondence.

The Secretary stated that it was still extraordinary the amount of correspondence, particularly to foreign countries, that was insufficiently stamped, and he was asked publicly to draw the attention of the citizens to the matter, with a view to their giving closer attention to the present Post Office regulations as to the weight allowed. So many still overlooked that to most places abroad the postage is 3d. the first ounce, not 2½d., and not more than one ounce can be sent through the post in Great Britain and the Colonies for 1½d.

### Crushing at G.W.R. Ticket Gates.

The crushing experienced by travellers at certain periods of the day at the top of the staircases at the Great Western Railway Station was again brought forward, several members expressing the great inconvenience they had recently experienced.

It was suggested that the President and Secretary should consult the Mayor, and ask him to write to the Directors on the matter, with the hope that the Company would endeavour to overcome the cause of the crowding at the ticket inspectors' gates, and so prevent what is now felt to be a danger and the likely cause of accident.

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## MRS. SIDDONS AND BATH.

By Belville S. Penley
*(Author of "The Bath Stage").*

### Second Season.

Mrs. Siddons's second season opened on September 27, 1779, with "Law of Lombardy," in which she played the Princess, this being followed two days later by "Richard III.," when she appeared as the Queen. During this season she took part in a number of plays, of which it need only be said that they indicated the great variety which the management placed before their patrons. In November we find the "School for Scandal" being produced "by desire of the Margrave of Anspach," with Mrs. Siddons as Lady Candour; on another occasion "Measure for Measure" was given, with the intimation, "not acted here for eleven years," when she sustained the part of Isabella. In October the company removed to Bristol—for the Bristol Theatre was also under Palmer's management—only playing in Bath occasionally, and again in June the following year the same arrangement was carried out. In this season Mrs. Siddons, who had by this time established her reputation locally, took two benefits, a fact which may be taken to indicate that the verdict of the management had been secured in her favour, and that they desired to make her position in the company worth the actress's while. The first benefit was in Bath, on February 12, 1780, and the second in Bristol, on June 26; for the former she played Eleanora in "Edward and Eleanora," Dimond playing Edward, and Master and Miss Siddons appearing as the children, and Fire Lady (with a song in character) in "Lethe," among others taking part being Jackson, of the Haymarket, who had been secured to join the company in place of Edwin Didier, who later went to Covent Garden, and Bonnor, another actor who went from Bath to London. For her second benefit the programme was "Isabella," with "Britons strike Home" and "Edgar and Emmeline"—Emmeline, Mrs. Siddons. Another member of the company during this season was Lee, who died in Bath in 1781, of whom it is said that at the time he had the command of the Bath prompt-book, he altered some plays in so bad a manner that Kemble, when he came to Bath, refused to act in them till they were restored to their proper state.

*(To be continued.)*

Monthly Journal of the
BRISTOL & WEST OF ENGLAND
Chambers of Commerce.

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Bristol Incorporated Chamber of Commerce and Shipping, Guildhall, Small Street, Bristol.

Bath Chamber of Commerce, 3 Wood Street, Bath.

Trowbridge and District Chamber of Commerce, Trowbridge.

## Chamber and other Notices.

*Office :*—40 *Fore Street.*

*Office Hours :*—10 *a.m. to* 5 *p.m. Wednesdays to* 1 *p.m.*

*Telephone :*—115.

*Commercial Publications :—Books of Reference, Board of Trade and Consular Reports, etc., are at the service of the members and may be seen at the Secretary's Office.*

*The Secretary will be pleased to answer Railway, Postal, Fiscal and other enquiries on commercial matters, or will obtain special information from Government Departments, Consuls abroad, etc.*

*The Commercial interests and prosperity of Trowbridge and district are the Chamber's chief concern.*

*The Chamber issues Certificates of Origin for all countries where required.*

*Meetings :—The Council meets at the Town Hall, on the last Monday in each month. The Chamber meets quarterly, notice of which is sent to members.*

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## QUARTERLY MEETING.

MIDLAND RAILWAY DEPOT.

CONTEMPLATED IMPROVEMENTS AT THE STATION.

PUBLICITY PROPOSALS.

The quarterly meeting of the Trowbridge Chamber of Commerce was held on Tuesday, April 24th, 1923, at the Town Hall. Mr. E. H. Payne, President, occupied the chair.

The report of the Committee for the past three months was given by the Secretary (Mr. A. J. Darling). This dealt with the accounts of the reception, the attendance of delegates at the Conference of the West of England Chambers held at Bath, and the setting up of a Railway Joint Committee comprising a panel of traders and railway officials for the purpose of dealing with local affairs. Bristol will be the headquarters of the area for this district. It was recorded that samples of cloth for Admiralty contract have been exhibited at Trowbridge for inspection by those interested in this manufacture. The plans for the alteration and improvement for the G.W.R. passenger station have been prepared and now await confirmation. It is practically settled that the London, Midland, and Scottish Railway will re-open their receiving depot at Trowbridge, thus reverting to the pre-war condition of the service of two railway companies in the town.

CONFERENCE RESOLUTIONS.

The Secretary reported his attendance at the annual meeting of the Association of British Chambers of Commerce held in London last week. The following were some of the resolutions passed :—

The Association regretted that the Chancellor of the Exchequer had not found it possible in his Budget to abolish entirely the Corporation Profits Tax, which it considered an essentially bad tax, unfair in its incidence and one which hampers the development of the trade of the country.

The Association re-affirmed the opinion, expressed on many occasions, that industrial co-operative societies should be assessed to income tax in the same way as other trading concerns.

It was decided to urge the Government to expedite the issue of the Report of the Cabinet Committee appointed to consider the question of legislation with respect to rating and valuation.

RAILWAYS AND TRADERS.

The Association approved the scheme provisionally agreed between the Railway Companies and the Association, for the constitution of the proposed local conference of railway companies and traders, and the functions which they should perform, and urged that the necessary steps should be taken to have the Committee set up with representatives of all classes of trader, including industrial, trading, agricultural and all cognate freight interests, at the earliest possible moment. It was also decided that the Executive Council of the Association be requested to take action at the appropriate time with a view to securing a further percentage reduction in railway rates on goods.

The Association strongly urged upon the Government the serious need of co-ordination in the administration of unemployment relief with a view to securing that only necessary relief be granted so as to encourage the worker to seek employment. The administration of unemployment relief is at present in the hands of at least seven different authorities, is not co-related, and overlaps, with the serious result that in some districts the total relief granted is equal to, and sometimes exceeds, the standard rate of wages.

The Association welcomed the extension of time granted by the Postmaster General for the later posting of halfpenny postal packets, but considered it of the most serious necessity that such postal packets consisting, as they frequently do, of urgent commercial documents should not be in any way delayed in places where local conditions will permit, but should be dealt with in the ordinary post as in pre-war times.

ADVERTISING TROWBRIDGE.

The question of forming a Publicity Committee for Trowbridge was discussed and a provisional one was formed to go into details and report at the next meeting.

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## THE GREAT HOUSE AT TROWBRIDGE.

In the will of Henry Hyde, father of the Earl of Clarendon, Lord High Chancellor of England in the time of Charles the Second, mention is made of his Great House at Trowbridge, and lands and tenements at Studley, Hilperton and elsewhere. The Great House is most probably the house now occupied as offices by the Territorial Force and formerly by the Local Taxation Department of the County Council.

The Houlton family, who lived here later, purchased the manor of Farley Hungerford in 1702, and in 1730 they acquired the Castle. They found that building going into decay and it is said that they removed a great deal of oak panelling and placed it in their Trowbridge residence, where it still remains. Anyone who examines the panels upstairs, especially, will see that they were not made for the apartments they now line.

## TROWBRIDGE CASTLE.

Who built Trowbridge Castle? and when was it built? These are questions not answered in history. The Saxons relied on earthwork fortifications. When the Normans, after the battle of Hastings, spread over the country they found that the Saxons though defeated were by no means vanquished. Wherever there was a chance they opposed the advance of William the Conqueror and his forces. The Saxons were at home in the Wessex woods and forests, and they harried the Normans to such purpose that the adherents of William saw, if they were to keep and improve their position, they should have fortresses and strongholds. There is little doubt that the Normans were the builders of Trowbridge Castle, and of the Castles formerly existing at Devizes, Calne, Marlborough, of which no vestiges remain. History tells us that up and down the country the Normans built no fewer than one thousand castles. In 1139 the Bishop of Salisbury—Bishops in those days were generally powerful militant personages—erected a castle at Devizes and one at Sherborne, and was about to lay the foundation of another at Malmesbury when King Stephen objected. The Bishop persisted and the King assembled an army and marched to Devizes when he routed the Bishop who fell back on Trowbridge. The King followed, but Trowbridge Castle was a place of enormous strength, and was so ably and boldly defended that, after great loss, the King thought it best to raise the siege and retire to London. There are many mentions of the Castle in history. Leland, the writer and historian, who, in 1533, received a royal commission to travel through England—this was in the time of Henry the VIII—and to note castles, abbeys, cathedrals, etc., came to Trowbridge, and in his report he recorded that the Castle stood on the north side of the town. There were in it seven great towers whereof pieces of two yet remain. The river runneth close by.

The Castle occupied a splendid position. The town at the time was small, the few dwellings being on the space now occupied by Silver Street, the Market Place and Back Street. Church Street, the Halve and all the outskirts of the town in that direction was open country, the Lower Court was covered with grass and noble trees, and there were no houses at all on the Longfield side of the river. The best view of the Castle was from the south, for here the water was bayed back and formed a great lake, and the Castle standing on the hill at the back was a most imposing feature. There was no attacking the Castle from the south, and on all other sides the fortress was strengthened by a wide and deep moat, in places 15 to 20 feet deep, and over this were two drawbridges

———:o:———

## NORWAY.

### Textile Industries in 1922.

H.M. Commercial Secretary at Christiania, in his Report on the Industrial and Economic Conditions in Norway, states that during the first six months of 1922 the woollen mills worked at about half their capacity, but have since extended their operations to about 75 per cent. Work in the cotton mills has been, and still is, restricted to about 60 per cent. to 70 per cent. of normal. The large stocks of manufactured goods imported in 1919 and 1920 continue to depress the market, and sell but slowly, as new styles and designs are also in demand. The cotton industry in particular, which seems still to suffer under the influence of expensive raw materials purchased some years ago, complains of poor prices and keen competition from the United Kingdom, Sweden, the Netherlands, and Belgium. In spite of a rise in the cost of raw materials the prices of cotton goods on the Norwegian market are stated to have fallen.

### Woollen Industry.

Conditions in the woollen industry appear to have been rather more satisfactory, with not altogether unreasonable prices and an improved demand for Norwegian goods. It was stated, however, in January last that a recent heavy increase in the cost of raw materials had again rendered the situation difficult. Severe competition has been, and still is, experienced from France, Belgium, Czecho-Slovakia, Germany, and Sweden.

### Clothing Industry.

Except for a short period at the beginning of the year, this industry has worked on the whole at full capacity. A good demand is reported both at home and from Sweden, Denmark, and Iceland. Keen competition has, however, been felt from Germany and Austria, and in a lesser degree from Sweden and Denmark.

### Import Trade.

The principal textile imports included clothing (silk and silk embroidered, wool and wool embroidered, cotton and cotton embroidered), cotton and cotton yarns, cotton manufactures (except clothing but including press cloth, sail cloth, and fabric, drill, damask, etc.), velvet woven goods, including plush, lace, curtain nets, insertions and other open work goods, embroidered goods, hosiery, other printed and coloured goods, hemp, flax, linen manufactures (including felt and press cloth, sail cloths, etc., drill and damask, and other unbleached goods), silk manufactures (except clothing, but including ribbons and belts of whole and half silk, and other goods of whole and half silk), wool, shoddy and wool waste, woollen yarns, dyed, not dyed and mixed, woollen manufactures (except clothing, but including felt and press cloth for technical purposes, carpets and carpet cloth, woollen goods and hosiery). The following table shows the quantities of these imports, together with the comparative figures for 1921 :—

| Commodity. | 1922. Kilogs. | 1921. Kilogs. |
|---|---|---|
| Clothing .. .. .. .. | 542,131 | 263,716 |
| Cotton .. .. .. .. | 2,397,562 | 1,599,920 |
| Cotton yarn .. .. .. .. | 1,681,038 | 781,622 |
| Cotton manufactures .. .. | 3,647,675 | 1,615,570 |
| Hemp .. .. .. .. .. | 1,807,868 | 730,087 |
| Flax .. .. .. .. .. | 45,635 | 92,309 |
| Linen manufactures .. .. .. | 433,127 | 198,919 |
| Silk manufactures (except clothing) | 101,097 | 53,328 |
| Wool, shoddy and wool waste .. | 1,864,396 | 742,233 |
| Woollen yarns .. .. .. | 847,812 | 367,428 |
| Woollen manufactures (except clothing) .. .. .. .. | 1,550,315 | 779,628 |

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## THE GREAT FIRE AT TROWBRIDGE.

On October 11th, 1862, between three and four o'clock in the morning, Messrs. Salter & Co.'s factory, an immense pile of buildings covering the ground from Bethesda Chapel to Fore Street, and from the back of the Courts to Messrs. Webb's —now Sainesbury's—caught fire and was destroyed. Between 500 and 600 people were thrown out of work. The damage was put at £50,000, and much distress was caused.



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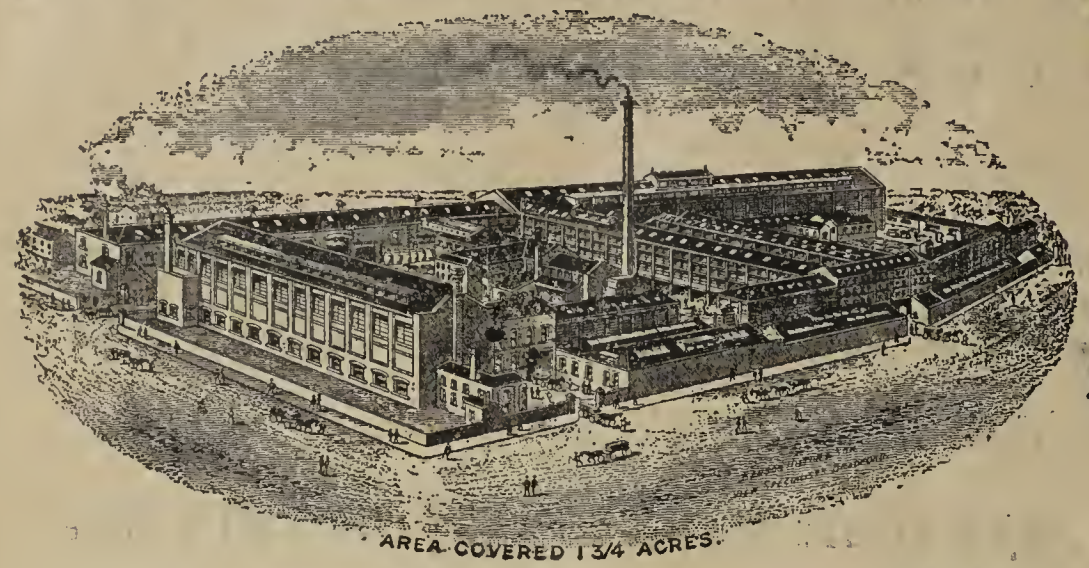
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| Alumina ($Al_2O_3$) | 20.35 | ,, |
| Ferric Oxide ($Fe_2O_3$) | 5.00 | ,, |
| Magnesia (MgO) | 0.72 | ,, |
| Lime (CaO) | 0.44 | ,, |
| Potash ($K_2O$) | 1.66 | ,, |
| Soda ($Na_2O$) | 0.52 | ,, |
| Loss when calcined over 109° C. | 8.90 | ,, |
| | 99.52 | |

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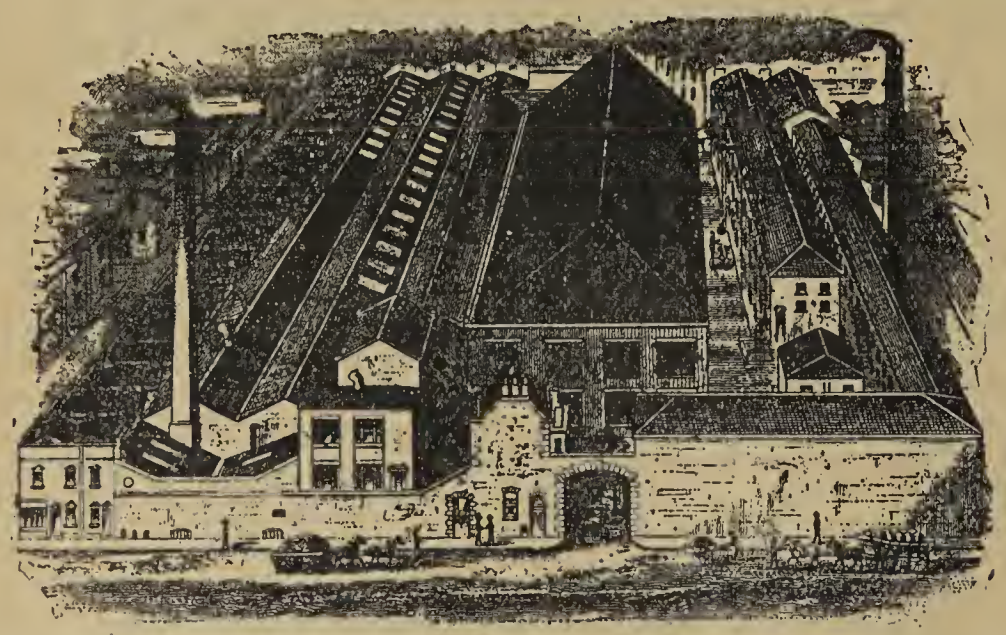
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BRISTOL BATH TROWBRIDGE

# CLASSIFIED TRADE INDEX

The following are Code abbreviations:—

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**Llewellins & James, Ltd.,** Coppersmiths, Brassfounders, Bellfounders, Manufacturers of Tar Spraying Machines, General and Brewery Engineers, Castle Green, Bristol. Telegrams: "Llewellin James, Bristol." Code: 5th Ed. Telephone 3100 and 3101, Bristol. Advt. page xxv.

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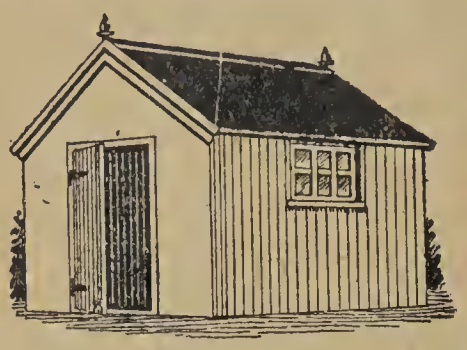
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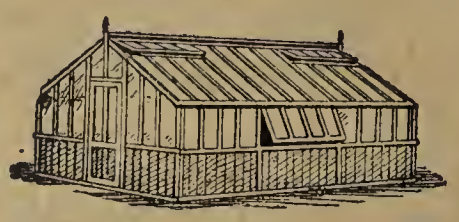
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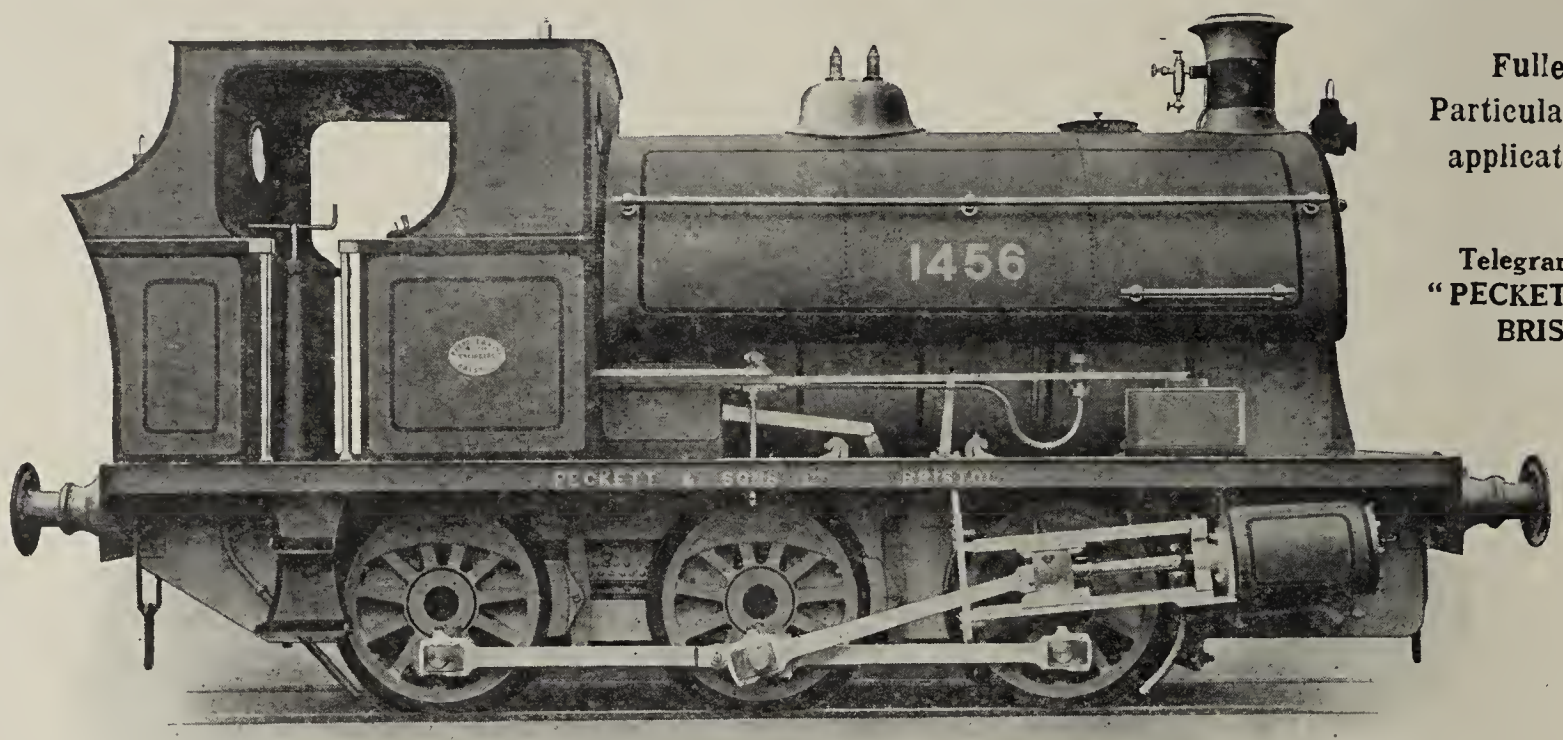
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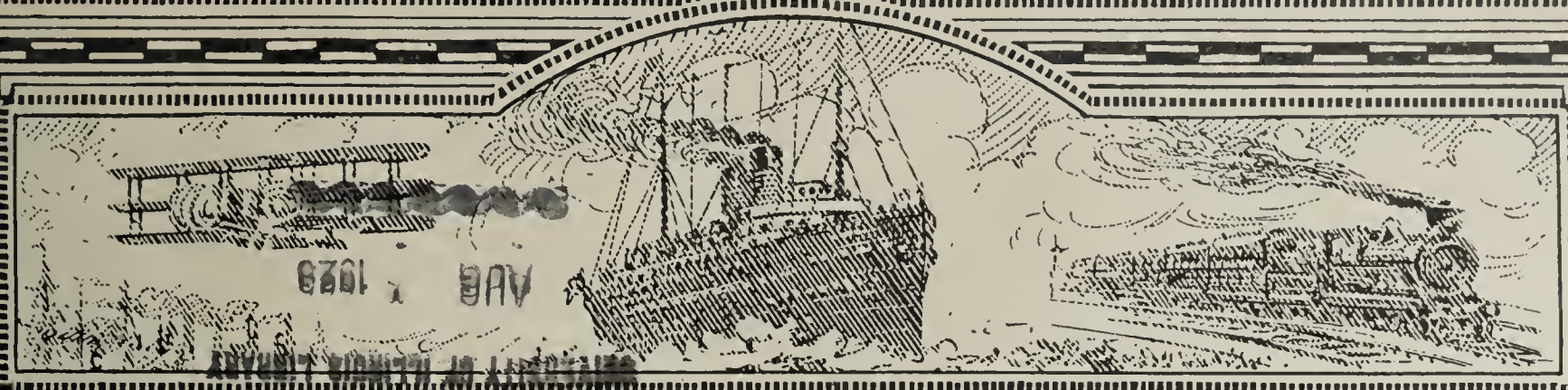
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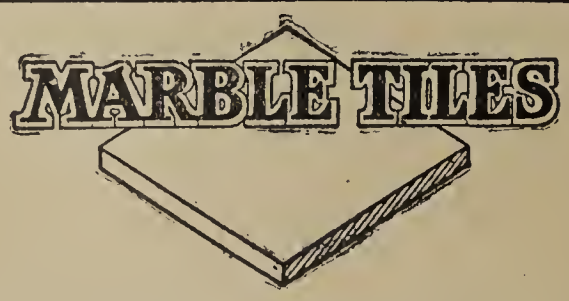
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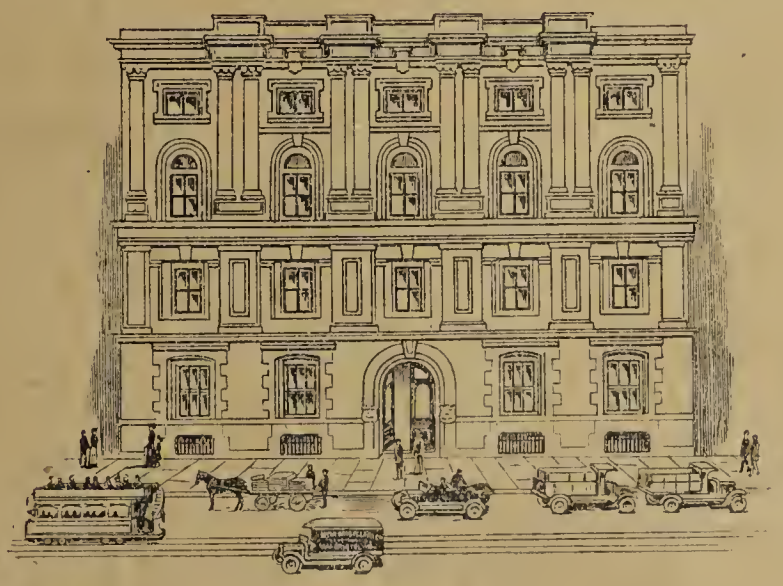
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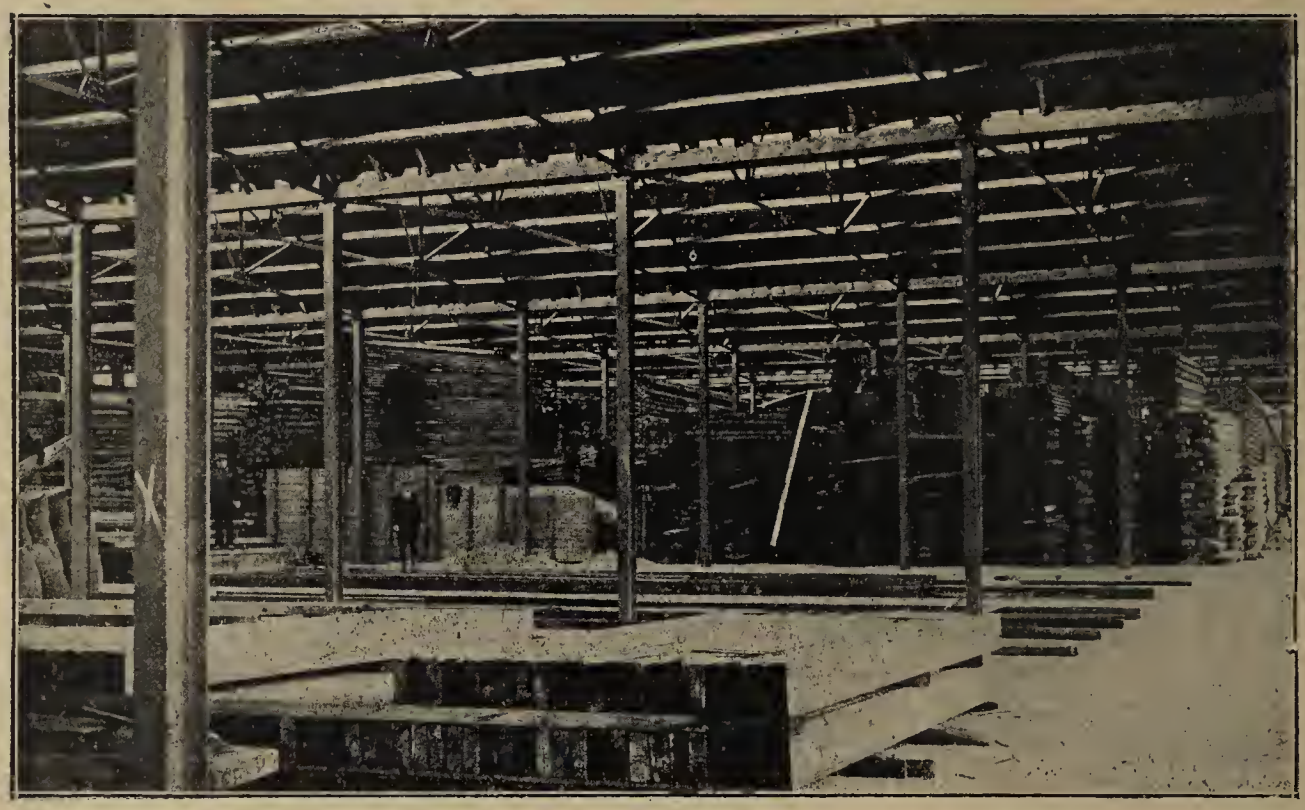
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| **Kirkcaldy** | Coast | Coast Lines, Ltd. | Bristol 1942 |
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| **Liverpool** | Coast | Coast Lines, Ltd. | Bristol 1942 |
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| **London** | Coast | Coast Lines, Ltd. | ,, 1942 |
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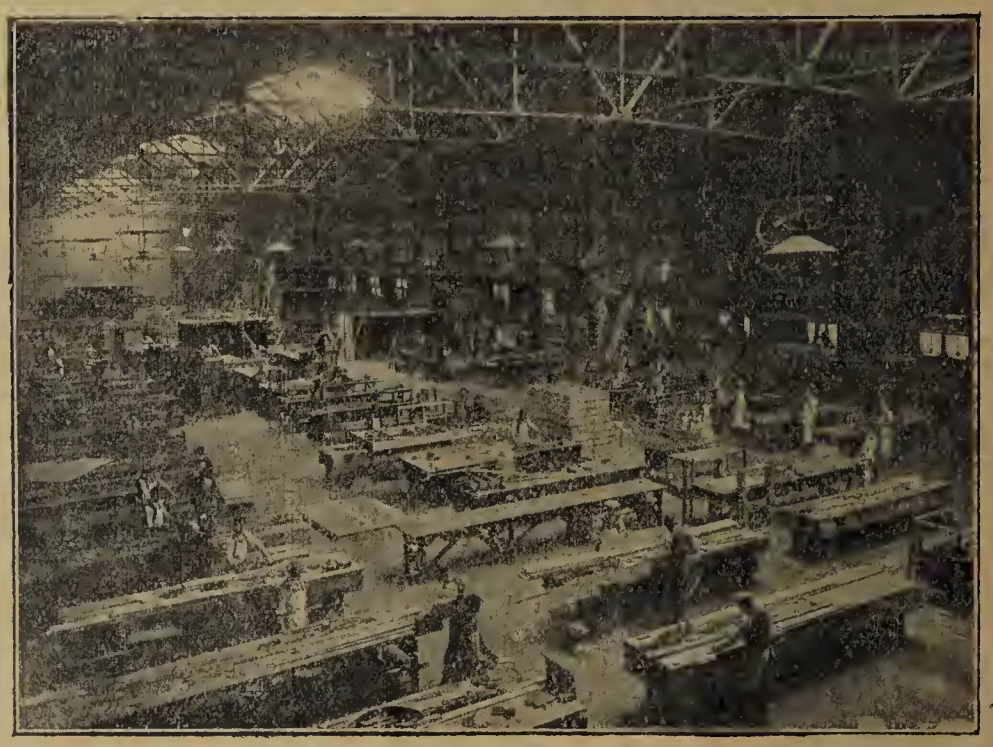
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**It is suggested that after this Journal has been perused, it should be circulated among your staff. The advertising pages as well as the literary matter should be of considerable interest.**

## Editorial Notices.

*The Bristol Incorporated Chamber of Commerce and Shipping accepts no responsibility for the opinions expressed in articles or letters appearing in this Journal.*

*Space is necessarily limited, but the Editors will be pleased to consider short articles or letters on subjects of general mercantile, trade, or industrial interest, and to insert them, if possible.*

*Inquiries for advertisement spaces should be addressed to the Bristol Incorporated Chamber of Commerce and Shipping, the Guildhall, Small Street, Bristol.*

## Chamber Notices.

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———:o:———

## NOTES BY ALD. H. W. TWIGGS, J.P.

### BALDWIN STREET.

The tracing of the origin of the names of old streets in an ancient city is an interesting study. The question has been raised as to the origin of the name of Baldwin Street, as to whether it was named after Baldwin, King of Jerusalem, under whom was instituted the Order of the Knight Templars, and if the fact of the Templars having an establishment in Bristol influenced the adoption of the name for this street—or was it named after Baldwin, Count of Flanders, or did it arise from some other source?

Baldwin Street follows the old course of the River Frome, which was filled in after the Great Trench was cut from near the bottom of Small Street through the Dean's and Canons' Marshes in 1247.

There are several references in the Great Red Book at the Council House to Baldwin Street. The earliest I have traced was the grant of certain messuages in "Baldwynstret," dated the "Morrow of the Feast of St. Mark (25th April, 1350)." There are references to other grants in the years 1385, 1387, and 1388.

There is also a reference to Baldwin Street in the Little Red Book of Bristol. An Ordinance was made during the reign of Richard II as to the sale of cloth, in which it states that "All kinds of people bringing cloth to the town to sell shall put these cloths in a house within the court place of Thomas Danyell in Baldwin Street, which is appointed for the sale of cloths." Richard II was deposed in 1399.

From these references it is fair to assume that the name Baldwin was given to the thoroughfare that was made by the filling in of the old course of the river Frome shortly after it was completed.

Barrett in his History and Antiquities of the City of Bristol, published 1789, and Seyer in his Memoirs of Bristol, published 1821, calls attention to Baldwin Street, founded on the old course of the Frome, and suggests that before the Frome was filled in there were large stone houses on the south bank, in one of which Harding, the founder of the Berkeley family and of St. Augustine's Abbey, lived, and with whom Henry II as a boy became closely acquainted while the struggle was proceeding between Stephen and Matilda.

Barrett and Seyer in their Histories of Bristol tell the story that at the time of the Conquest Brictric was Governor of the Castle of Bristol. He held the Manor of Thornbury and a number of other manors. He had been employed in an embassy to Baldwin, Earl of Flanders, when Matilda or Maud, the Earl's daughter, set her affections on him, but was rejected. Being now the wife of the Conqueror, with a woman's hatred and a woman's vengeance, she excited her husband against him as a Saxon of power and large possessions, and Brictric was arrested at his Manor of Hanley, near Salisbury, and sent a prisoner to Winchester, where he died soon afterwards. All his estates, including the Castle of Bristol, were settled by the King on Maud, who was crowned in 1068, and the same year Prince Henry, afterwards Henry I was born. It may not be possible to vouch for the accuracy of this story, but it is generally conceded that the estates of Brictric and the Castle of Bristol, with the revenue of the City, were conferred by the Conqueror on his wife, Maud, and was known as the Queen's Dowry.

This is the first reference to the name of Baldwin becoming associated with any incidents in the life of Bristol, but there is no reason to suppose that Baldwin Street was named after the father of Matilda, the wife of William the Conqueror.

The two Bristol historians, Barrett and Seyer, state that ancient chroniclers write of a chapel dedicated to St. Baldwin, and of a mill on the banks of the Frome near Baldwin's Cross. The natural assumption would be that if a chapel to St. Baldwin existed that name was given to the thoroughfare when the old course of the Frome was filled in about 1247. The first question that arises is: "Who was St. Baldwin?" This has led to a little research work. We will first trace its origin in our Bristol histories.

Seyer says, "One of our calendars says that Fitzharding had a house in Baldwin Street, where was a chapel of St. Baldwin, which is now the Back Hall. The Chapel of St. Baldwin still forms part of that extensive messuage now called the Back Hall, but formerly Spicers' Hall. The Chapel of St. Baldwin is about 30 ft. long by 20 ft. wide, and was, I suppose, the private chapel of the family" (Seyer, p. 366).

Now Seyer got this information from Barrett, who says in his history: "The following I met with in an old manuscript *penes me* in Chatterton's handwriting from Rowleie, 'St. Baldwin's Chapel in Baldwin Street'" (page 61). Again when writing of the Church of St Leonard's, "It is said in

the manuscript of Rowleie, ' Itte was ybuildden bie Algar, a Saxon, in 1010. It has a chauntrie to the honour of St. Baldwynne, whose shryne was therein keppen.' "

So it is clear that our two authors obtained information through Chatterton from the so-called Rowley manuscripts.

Chatterton has been called " the marvellous boy." This description cannot be gainsaid, for he succeeded in baffling many scholars.

Chatterton gives a curious account of a procession over Bristol Bridge, when it was opened about 1250, which he professes to have obtained from the Rowlie manuscripts. The statement is interesting because it describes as a part of the proceeding a man standing with an aulance and a man with a shield on the top of a mound in the midst of the bridge; there were minstrels and clarions, priests and friars in white albs, the mayor and aldermen standing around and they sang to the sound of clarions the " Song of St. Baldwin." They also sang the song of " St. Warburgh," and the Mayor's horse was wearing trappings made by the " Nunnes of St. Kenna "; these two last names were well known. There was the Church of St. Warburgh in the City, and there was a conventual establishment of St. Kenna at Keynsham.

But who was St. Baldwin ? What authority had Chatterton for speaking of such a saint—or was it the invention of the poet's brain ? Chatterton has two poems among his writings —one " The Song of St. Baldwin " and another " The Song of St. Warburgh." Both of them appear to be pure imagination without historical foundation.

Saint Baldwin in the poem is represented by Chatterton as a warrior earl engaged in a conflict with the King of Norway and his men of might on a bridge that stood where Bristol Bridge was built and opened in 1250. Baldwin is described as scattering death among his foes and thanking God for the victory.

" Thenn threw hys aulance ynn the tyde,
Lyvdd ynn a cell and hermyte died."

Saint Warburgh was renowned as a daughter of a Mercian King, but to Chatterton St. Warburgh was a man, as appears from the following lines :—

" Preechynge hys Lorde Jesus' name
Toe the lande of West Sexx came,
Strong ynn faithfulness he trodde
Overr wateres lyke a Godde."

While admiring Chatterton's genius we must not look to him for history.

Was there a Saint Baldwin ? The answer is in the negative. Bishop Forrest Browne says : " I cannot find such a Saint anywhere." Dr. H. J. Wilkins and Mr. E. J. Watson, two well-known local historians, are unable to find that anyone by the name of Baldwin has been canonized, but there were two persons by the name of Baldwin beatified by the Church :

(1) Baldwin, Archdeacon of Laon, of the 7th century.
(2) Baldwin, Abbot (Cistercian), of Rieti, in Italy, friend of Saint Bernard, 12th century.

Neither of these appears to have had any association with Bristol. There was also a Thomas Baldwin, Bishop of Worcester, in which diocese Bristol was. He was subsequently Archbishop of Canterbury, crowned Richard Cœur de Lion, and accompanied him in the Crusades, and eventually died before Acre. He was a man of great piety, but he was not canonized, and if he had been in all probability his name would appear as Saint Thomas and not Saint Baldwin. We must look elsewhere for the origin of the name of Baldwin Street, and I am led to the conclusion from such evidence as I have been able to gather that the name " Baldwin " was given to the street in honour of Baldwin of Jerusalem, the great leader of the Crusades. The evidence is of a circumstantial character.

There is no direct evidence on the matter, so far as I have been able to ascertain, but the evidence and inference is strong along various lines pointing to Baldwin of Jerusalem. I will indicate some of the lines we must explore :—

A brief outline of the Baldwins of Jerusalem to the settlement of the Knight Templars in Bristol.

The prominent position of Bristol in the wars between Stephen and Matilda after the death of Henry I.

The early associations of Henry II with Bristol and the knowledge the leading citizens had of the work of the Baldwin family in the Crusades.

All these considerations point irresistibly to one conclusion, that for nearly seven centuries the name of Baldwin of Jerusalem has been honoured in our city.

In the year 1095 two Councils were held. At the second one it was definitely resolved to promote a Crusade to rescue the Holy Places from the infidels. In 1096 it is stated that 275,000 persons departed for Palestine, 20,000 marched through Hungary, and were cut to pieces by natives of Bulgaria. Some who succeeded in escaping reached Constantinople. Another contingent of 40,000 led by Peter the Hermit reached Constantinople greatly reduced in numbers. Both bodies united and crossed the Bosphorus and were utterly defeated at Nicæa. The third expedition of 15,000 Germans was dispersed by terrible slaughter in Hungary, which also proved the grave of the fourth expedition, consisting of about 200,000, from France, England, Flanders and Lorraine. Subsequently men of rank and power took the lead in organising expeditions to Palestine. There were six armies constituted, and their respective leaders were Godfrey of Bouillon, Duke of Lorraine, Hugh the Great, Count of Vermandois and brother of Philippe, King of France, Richard Curthose, Duke of Normandy, the son of William the Conqueror, Count Robert of Flanders, Bohemond, Prince of Tarentum, under whom was Tancred, and lastly, Count Raymond of Toulouse.

On July 15th, 1099, " Jerusalem was delivered from the hand of the infidel." Eight days after the capture Godfrey of Bouillon was unanimously elected King of Jerusalem, but it is said he refused to wear a golden crown where his Master had worn a crown of thorns.

The youngest brother of Godfrey de Bouillon, who had taken part in the First Crusade, was elected King of Jerusalem, and took the title " Baldwin the First " and reigned from 1100 to 1118. Baldwin II, cousin and successor of Baldwin I, reigned 1118 to 1131. During his reign the Order of Templars was instituted. He died in 1131, having resigned the crown in favour of his son-in-law, Foulgues of Anjou, who reigned till 1134.

Baldwin III, King of Jerusalem, reigned from 1143 to 1162, the son and successor of Foulgues of Anjou. He died in 1162. He was regarded as the model of knighthood, and his authority and influence was great. He was succeeded by three others, which closed with the date 1186.

It must be here noted that Foulgues or Fulk of Anjou was the ancestor of the Angevin Kings of England or the Plantagenets, and Henry II was the first of the line.

The Knight Templars, a famous Military Order, owed its origin to the Crusades. In the year 1118, two comrades of Godfrey de Bouillon, Hugues de Payen and Geoffroi de Saint Adhemar, bound themselves and seven other French knights to guard pilgrims to the Holy Places from the attacks of the Saracens. They took before the Patriarch of Jerusalem solemn vows of chastity, poverty and obedience.

King Baldwin II gave them for quarters part of his palace, which was built on the site of the Temple of Solomon, close to the Church of the Holy Sepulchre. Hence they took the name of Templars. The Order grew in influence and became very powerful.

In 1172 the Templars were by a papal bull rendered independent of the authority of the bishops owing allegiance to the Pope alone, the immediate bishop of the entire Order, and moreover they were allowed to have chaplains within their own ranks to whom they might confess, to erect oratories for divine worship within their bounds and to enjoy exemption from all taxes and tithes and from interdict. These houses enjoyed the right of sanctuary, and they often preserved the treasures of kings and nobles.

By 1260 the Order is said to have numbered 20,000 knights, and these perhaps the finest fighting men the world has seen. Never in the history of the world did men fling away their lives more gloriously for a cause. Never did a Templar play the coward in the hour of danger, nor when all hope was lost barter his soul to a Moslem conqueror in return for his life.

The Knight Templars must not be confused with the Order of the Knights of St. John of Jerusalem or Hospitallers, otherwise called the Knights of Rhodes and afterwards of Malta. This Order originated about 1048 in a hospital dedicated to St. John, which some merchants of Amalfi built at Jerusalem for the care and cure of pilgrims to the Holy Sepulchre, after the conquest of Jerusalem by Saladin. The Hospitallers established themselves at Acre in 1191. A bitter rivalry sprang up between the Hospitallers and the Knight Templars, which finally set them in battle array one against the other in 1259.

The Knight Templars, after passing through a terrible period of persecution and oppression, were suppressed by the bull "Vox en Excelso," March 22nd, 1312. The memory of the various preceptories and possessions in England survives in place names. The Round Templar Church in London was consecrated in 1185.

With reference to the Temple Church at Bristol, Pryce says, "The Church of Temple or the Holy Cross derived its name from the military order of Knight Templars about the year 1145." Taylor says, "The Church was founded in the reign of Stephen by the Knight Templars, an Order instituted 1118, and afterwards came with Temple Fee into the hands of the Knights of Jerusalem.

Evans in his "History of Bristol," Vol. II, p. 79, says, "The Society of the Knight Templars . . . had their house in the parish of Temple. . . . This Society was of some antiquity and possessed considerable wealth and influence. Its institution is generally referred to the beginning of the 12th century, and Dugdale in "Monasticon," Vol. II, mentions Robert Earl of Gloucester as a liberal benefactor of the Society.

Evans, on page 267, Vol. II, says, "Temple Church derives its name from the Knight Templars, who were the founders, and who possessed considerable estates with unbounded influence in this part of Bristol."

Robert, Earl of Gloucester, whom Dugdale mentions as being a benefactor of the Templars, was a natural son of Henry I, and he died at Bristol, August 1st, 1147, 58 years of age, and it is said was buried in St. James' Church.

Robert, Earl of Gloucester, was one of the most distinguished of men in that period of the history of our country. He was half-brother to Matilda, the daughter of Henry 1st, who had married the Emperor of Germany, and when she became a widow she married Geoffrey Plantagenet of Anjou, and their son Henry succeeded Stephen on the throne of England as Henry II. Henry spent four years of his boyhood in Bristol. It is said that he was educated at that time at a house on the bank of the Frome under a master named Matthews, and in all probability he was in friendly association with Fitzharding, the founder of the Berkeley family, and was present at the foundation of St. Augustine's Abbey, College Green.

From these facts we see the close connection of Bristol with the Kings of Jerusalem. To epitomise the events, we find Baldwin II of Jerusalem in 1118 interesting himself in the founding of the Order of Knight Templars. He died in 1131, resigning the crown in favour of his son-in-law, Foulgues of Anjou, a member of the family who were the ancestors of the Plantagenet Kings of England.

In 1145 the Knight Templars apparently arrived at Bristol. Robert, Earl of Gloucester, who was half-brother to Matilda, daughter of Henry I, who had married into the Plantagenet family, gives land to the Templars for the founding of their Church or Temple close to the ancient city. In the year 1142 the son of Matilda is brought to the city by Robert, Earl of Gloucester. On the death of Henry I Matilda claims the throne of England for her son Henry. Stephen had seized the throne and there was heavy fighting. Robert, Earl of Gloucester, sided with Matilda on behalf of Henry, and much of the fighting took place in Bristol and the neighbourhood. The citizens were well acquainted with the contending parties. Eventually a peace was patched up that on the death of Stephen Henry should succeed him on the throne. Stephen died 1154 and Henry became king as Henry II, the first of the Plantagenet line. He died 1189. The Frome was filled up in 1247. On the bank of the Frome stood the Great Stone House of the Hardings or Fitzharding family, with whom Henry was closely associated.

It is suggested that the Hardings used their wealth to assist Matilda in her contest with Stephen, and the Hardings were afterwards rewarded by signal honours and the Barony of Berkeley.

That the Hardings, who possessed property on the banks of the Frome and in the neighbourhood and took a very active part for many years in the affairs of the city, were well acquainted with the association of the Baldwins of Jerusalem, with the Plantagenet family, and with the events of the Crusades, cannot be doubted. The tradition of a chapel in Baldwin Street was subsequently proved to be correct. There was a chapel there, and I think, associated with the Great Stone House, a chapel dedicated to St. John. In Sheldon's "Antiquities of Bristol," which comprises a series of sketches by O'Neil, who died in 1825, on the front page is a drawing of some Gothic arches discovered in 1824 in Baldwin Street, between the King's Stores and the Leather Hall.

This, I think, confirms the existence of a chapel in Baldwin Street, but not dedicated to St. Baldwin but to St. John. Here we have the joining of St. John with a thoroughfare called "Baldwin." In Jerusalem, when Baldwin was King, there was a hospital dedicated to St. John, in which the Order of Knight Hospitallers originated.

That Henry was also honoured in the neighbourhood is proved by the fact that the chancel of St. Nicholas' Church, which crossed the bottom of High Street, with a gateway to enter the City, had above the gateway a clock and a stone figure of Henry II. The Templars, according to various historians, founded their church or temple here in 1145. By 1250, when Bristol Bridge was built and the city extended to take in the township of Redcliff and of Temple Fee, the Templars had become an important and powerful body. Thus with the covering in of the Frome at that period, and a name being required for the new thoroughfare, what more reasonable than that the name of Baldwin of Jerusalem, with whose reputation and achievements Bristol had so many associations, should be selected, and in this way for the burgesses of Bristol to show honour to and appreciation of noble work and kingly character?

BRISTOL, *January*, 1923.

# THE PORT OF BRISTOL.

Following on the visit to this City in September last of Mr. J. S. Jessep, of New Zealand—referred to in last month's issue—a further visit has been made by Mr. T. R. Lees, who is connected with the same body. An inspection of the facilities at the Avonmouth Docks for handling, storing, and redelivering New Zealand produce, was followed by calls made by Mr. Lees on leading and representative traders interested in meat and dairy produce.

. . . . . .

Mr. T. R. Lees, who is at present in control of the London office of The New Zealand Meat Producers' Board, returns in a month or two to New Zealand, where he will act as Secretary to the Board, so that his unstinted approval of the Port facilities offering, and his individual interviews with local consignees of produce, should contribute to an effective channel of information for the benefit of the mutual trade of this Port and the Dominions.

. . . . . .

One concrete result obtained from this visit is an arrangement whereby any trader particularly interested may be informed of the actual dates and loading ports of steamers scheduled in New Zealand to bring cargo. This information is based upon arrangements made on the other side by the Overseas Shipment Allotment Committee, and is transmitted to any interested trader through the Commercial Department of the Docks. It is confidently hoped that this information by removing one of the risks incidental to the enterprise of c.i.f. purchases will tend to facilitate that method of buying. The need for this method of purchase in order to develop direct trade was emphasized by Mr. T. R. Lees similarly as it had been by Mr. Jessep on his visit last September, only that Mr. Lees laid still greater stress on the point in the interests of developing the steamship service.

. . . . . .

Times have changed since the great bulk of produce was shipped to this country on consignment to realise best prices obtainable. The great bulk on the contrary is now bought before shipment. A striking illustration is afforded in the case of wool; whereas in former years the great majority was shipped and delivered to London auction rooms for disposal, it is now the case that fully 70% to 80% of the New Zealand wool output—and practically the same with Australia—is bought in New Zealand before shipment by the accredited agents of the British mills. Evidently, whether it be wool, meat, or dairy produce, in question, the sure road to developing direct shipping trade is that of c.i.f. purchasing.



Discharging Bananas, Avonmouth Docks.

## TRADE OF THE PORT.

*For the Year ended 30th April*, 1923.

The net register tonnage entering the Port shows a substantial increase over the figures for 1914. The respective totals are as follows:—

| | 1914. | 1923. | Increase. |
|---|---|---|---|
| Foreign .. | 1,568,474 | 1,925,969 | 357,495 |
| Coastwise .. | 1,054,951 | 1,141,941 | 86,990 |
| Total .. | 2,623,425 | 3,067,910 | 444,485 |

As regards imports, the figures for grain, oilseeds, sugar and wood goods are not yet equal to the pre-war standard, but

there have been gratifying increases in the arrivals of petroleum, tobacco, bananas, oranges and lemons.

The imports of these commodities for the two years are :—

| | | 1914. | 1923. | Increase. |
|---|---|---|---|---|
| Petroleum .. | Tons .. | 153,849 | 306,783 | 152,934 |
| Tobacco .. | ,, .. | 17,001 | 32,703 | 15,702 |
| Bananas .. | Bunches | 2,941,416 | 3,901,609 | 960,193 |
| Oranges and lemons | Cases | 258,954 | 424,203 | 165,249 |

The export trade both foreign and coastwise is still below the 1914 figure, but is rapidly improving as the comparison of the figures for 1922 and 1923 will show :—

| | 1922. | 1923. | Increase. |
|---|---|---|---|
| Tons .. .. | 506,388 | 643,372 | 136,984 |

———:o:———

## GREAT BRITAIN'S SETTLEMENT OF WAR DEBTS WITH AMERICA.

———

ITS RELATION TO UNEMPLOYMENT AND BRITISH EMPIRE TRADE.

(By a Member of the Bristol Chamber of Commerce, who imports Colonial and Foreign Produce.)

———

The *Times* of February 23rd last gave prominence to a statement made to the *Times* by Mr. Charles M. Schwab, Chairman of the Bethlehem Steel Trust, formerly partner of Carnegie and one of the leaders of industry in the United States.

This statement included the following :—

(i) " In my opinion the greatest thing to enhance British prestige . . . has been the prompt settlement with the U.S."

(ii) " The impression created by that action alone is that Britain is determined to continue to advance commercially and otherwise as she has always done in the past."

(iii) " The great problem in England, as in every country, is due to the labour situation. . . . The efficiency of any country in a commercial and manufacturing sense is largely coming to depend on the efficiency of its labour —to depend, that is to say, on the seriousness with which labour will undertake its share in the work of upbuilding —unless labour, especially in England, will realise the importance of this consideration the improvement will be slow. . . ."

(iv) " I learn there is a great unemployed population in England to-day ; we in America, on the other hand, are short of labour. . . . There is unlimited opportunity in America for those who really want to ensure employment . . . so that the unemployment situation might be relieved were British labour to go to the U.S."

This statement by Mr. Chas. M. Schwab merits very careful consideration, not only because he makes a suggestion to settle our unemployed question, but also to find out why so great a difference in the labour situation exists between the two great English-speaking countries.

The Rt. Hon. Sir Joseph Cook, speaking at Australia House on March 6th last, said :—

" There were many developments of the Australian fruit and produce industries afoot, but these developments would largely depend upon the attitude of consumers in the United Kingdom. This country was sending out thousands of ex-service men to Australia, a land of open spaces, a land of great opportunities—' the land of the better chance,' as he preferred to call it—there to carve out positions of decency and comfort for themselves and their families. . . . If Australia took these ex-service men it was only fair to ask the Mother Country to assist by buying their produce—we should then be buying from our own people for whom we cannot find employment at home."

Mr. C. E. D. Meares, of Australia, speaking on the same occasion, said :—

" Although our population in Australia to-day is only 5½ millions, it is 95 per cent. British, and we are ready to absorb a further million from the same stock. . . . We shared with you to our full measure in the tragedies and costs of the war, and we now recognise that the only way of liquidating our debt of 400 millions is by increased production. The burden of our song to-day is reciprocal trade. Australia is England's second-best customer . . . migration and increased production are synonymous terms, both will give Australia greater purchasing powers for British goods. For England to concentrate her overseas trade with the British Dominions in preference to foreign countries is the best and surest way of expanding, developing and conserving the best interests of the people of this great Empire."

These opinions deserve the careful consideration of every citizen of the Empire.

We have to repay to America during the next sixty years a big war loan and also provide work for our unemployed. How does America help us under the present economic contitions ? We cannot pay her by exports, for America has a high tariff against us which practically prevents our manufactured goods entering the U.S. America welcomes our efficient workers and hopes to make good American citizens of them ; will pay them good wages to increase her output, which she hopes to sell to us, as we allow practically all her manufactures and produce into England free of duty, but she does not offer us reciprocal business.

Mr. Schwab suggests that labour is less efficient in England than America, but the fact that there are such opportunities for our unemployed in America is a clear proof that the efficiency depends largely on the conditions of employment.

One of the great problems undoubtedly is that of labour ; it is for us to consider what is the cause of the present difference between American and British conditions—one country protects its industries from foreign competition, the other allows free imports of foreign manufactured goods. It is not the efficiency of labour, it is the Fiscal policy of England that is largely responsible for the difference and unemployment of our efficient workers that America wants us to send them.

Australia and other British Dominions offer a real solution and one that should appeal to every Britisher; it is employment within the British Empire for our efficient unemployed, a greater market for our exports, and consequently increased trade in England.

This is no dream, it is a possibility ; a certainty, if we will only give up the theoretical Free Trade we make such a fetish of.

Within the British Empire there is everything that we obtain from foreign sources and with reciprocal trading production of food products and manufactured goods could be developed to provide for all the needs of the Empire.

Within Great Britain we have Free Trade, there is no tariff wall between England, Scotland and Wales—why cannot we take a bigger, an Imperial, view of the British Empire and try to establish Free Trade within the Empire.

We were proud and glad enough to be one Empire during the war 1914-1919—the British Dominions gave freely of their best and of their wealth—what would have happened to Great Britain if the Dominions across the seas had held

back? We were never tired of talking of the Empire during the war; we were one people then, with one King, one flag, and one common purpose.

And now after the war we give the Dominions a slight preference over foreigners, a paltry one-sixth of the food duties is allowed them as rebate—a pretty poor return for what the Dominions gave us in 1914-1919.

It is time for England to wipe off the slate the old party cries of Free Trade and Protection.

Let us meet the representatives of the Dominions and work out a scheme of Imperial trade reciprocity—the time is not ripe for absolute Imperial Free Trade, but with Imperial Reciprocity much can be done to cure the terrible unemployment in Great Britain and to make the British Empire independent of foreign countries and self-sustaining.

America's present prosperity is due not only to her great natural resources, but very largely to protection of American products and manufactures.

The Free Trade policy which suited England 50-70 years ago does not meet the altered conditions which exist to-day. Then America, Japan and Germany were not the great manufacturing countries they are to-day. England was the great centre of manufactures and our exports were without a rival—we did not import the huge volume of manufactured goods from these foreign countries that we do to-day. There was then no danger of losing vital industries by importing foreign competing manufactures free of duty.

It is time for the business men of the Empire to talk and give a lead, not to Free Trade with the foreigner, not to Protection of English industries, but to an Imperial policy of reciprocal trade within the Empire and Empire Protection. Our Dominions cannot adopt Free Trade in all British goods, they must raise revenue on their imports, but they are willing and anxious to discuss these questions with us and to give the Mother Country and each other preferences that will lead to a great increase in the Empire's trade.

EMPIRE PROGRESS.

NOTE.—The writer particularly wishes to avoid expressing any opinion which might be considered to savour of home politics; he thinks the question should be kept entirely outside these.

———:o:———

# BRISTOL CHAMBER OF COMMERCE AND INCOME TAX INFORMATION.

———

ASSESSMENT QUESTION.—"MOST OBJECTIONABLE."

———

The President (Mr. E. T. Thornton) presided over the monthly meeting of the Council of the Bristol Chamber of Commerce held on Wednesday, May 16th, 1923, when he was supported by Messrs. Norman Wills (Paint Trade Section), W. N. Tribe, George F. Stone, Fred W. Spear, Clare Smith, D. Ross-Johnson, H. Wynne Jones, C. L. Hill, R. G. Hervey, A. Gibbons (Dried Fruit Trade Section), George E. Gedye (Canned Goods Trade Section), J. Herbert Budgett, Charles E. Barry, and W. J. Hilliar (secretary).

Mr. H. B. Stone, having been nominated by the Bristol Channel and West of England Corn Trade Association, was formally elected to the Council upon the proposition of the President, seconded by Mr. Fred W. Spear.

FINANCE SATISFACTION.

The Finance Committee reported that the statement of income and expenditure for the twelve months ended March 31st, 1923, had been presented to them. This showed a credit balance of £47 17s. 5d., as compared with a deficit of £66 16s. 5d. at the end of the preceding twelve months. They considered this to be very satisfactory, and the Council concurred.

CHAMBER'S VIEWS ON INCOME TAX.

Arising out of a report from the Finance Committee, reference was made to the memorandum submitted by the Chamber in February last to the Expert Committee set up by the Executive Council of the Associated Chambers to enquire into and report upon the simplification of income tax and super tax forms. The resolutions reached by this Committee had now been circulated, together with a memorandum on the results of simplification, and the Bristol Chamber were asked to express their views on these decisions for the consideration and guidance of the Special Committee of the Associated Chambers.

Mr. Charles E. Barry reported that the matter had been fully discussed by the Finance Committee, who made the following recommendation to the Council:—

> "This Chamber did not think that the questions of assessment on a three years' average, and the distribution and collection of forms through the inspectors' offices, came within the purview of the Committee; but, as the Bristol Chamber's observations were now asked on these points, they had come to the conclusion that the abolition of the three and five years' averages, and the substitution of the preceding one year as a basis of assessment required careful and special consideration. There were so many arguments for and against that they could not vote in favour of the one year without further deliberation.
>
> "This Chamber were in sympathy with the remaining recommendations of the Committee. They regarded the disclosure of confidential information to assessors and collectors of taxes as most objectionable."

This was unanimously adopted by the Council, who gave instructions that the terms of the recommendation should be forwarded to the Association of British Chambers of Commerce as the views of the Bristol Chamber.

RAILWAY MATTERS.

The Chairman of the Railways and Canals Committee of the Chamber (Mr. J. Herbert Budgett) presented reports on the following subjects which had recently occupied their attention:—

Railways Act, 1921: Formation of Local Joint Committee. —The area of the Joint Committee for the Bristol division had now been defined. The boundaries were, roughly, on the North from a point slightly below Sharpness to Chiseldon, thence on the East by Ludgershall and Tidworth to Shillingstone, from there on the South to Templecombe, and Durston and Minehead with the Bristol Channel on the West. The territory embraced was somewhat smaller than that outlined in the original plan. Other important areas had been similarly reduced in size in order to allow of certain new areas, which it had been necessary to institute to meet peculiar traffic requirements, being dovetailed into the general scheme.

SPEED URGED.

The Council agreed with the decision of their Railways and Canals Committee that no objection should be raised to, or variation suggested in the Bristol area, and described on the map as Area 17. They, however, requested the Committee to proceed wth all possible speed with the constitution of the Local Joint Committee immediately the result of the special meeting being held in London on the 18th inst. to settle broad principles, is known.

EXCEPTIONAL RATES.

A meeting had been held with railway traffic experts, well versed in the transport of the main bulk traffic arising in

Bristol, and, as the result of the discussion that then took place, a circular letter had been addressed to all members of the Chamber advising them, in conformity with clause 36, section 1, sub-section b of the Railways Acts, 1921, to make formal application to the railway companies concerned for the retention of all the exceptional rates in which they were interested. It was also suggested in the communication that members should examine the rates which affected them and make a list of the exceptional rates they used, as without such a list it would be difficult for them to put forward the necessary appeal as and when the occasion arose.

The Council approved of the action taken by the Committee, and recorded their appreciation of the services the railway traffic experts had rendered the Chamber on this highly important question of exceptional rates.

### Visitors from Vancouver.

The President reported that owing to changes in the Vancouver delegation's itinerary, it had been found necessary to make some alterations and extensions in the arrangements for their reception and entertainment in Bristol. The following provisional programme had been drawn up :—

Friday, May 25th, 1923.—12.2 p.m.—Delegation, some 31 in number, arrive at Temple Meads Station. 1.0 p.m.—Informal luncheon. 2.30 p.m.—Invitation from Messrs. J. S. Fry & Sons to inspect their cocoa and chocolate factories.

Saturday, May 26th, 1923.—9.15 a.m.—Leave by road for Avonmouth to inspect the docks. 12.15 p.m.—Luncheon with the Bristol Docks Committee. 2.30 p.m.—Visit to the Red Lodge and tea, at the invitation of the President and members of the Bristol Savages.

### Retail Trades Section.

It was reported that the inaugural meeting of the Retail Trades Section of the Chamber would be held on Tuesday, May 29th, 1923, when the President of the Chamber had been invited to take the chair.

### Publicity and Development Bureau.

The Secretary was instructed to convene a further meeting of the Joint Committee of the Chamber and the Rotary Club of Bristol.

### Association of Chambers.

The Council were gratified by the announcement that Mr. J. Herbert Budgett, the representative of the Bristol Chamber on the Executive Council of the Association, had been re-elected a member of the Home Affairs and Transport Committee.

### New Members.

The following were elected subscribing members of the Chamber, upon the proposition of the President :—Mr. W. P. Kingston, Ashover, Long Ashton ; The Western & Southern Counties Home-grown Timber Merchants' Association (Mr. W. F. Bowman, Secretary).

———:o:———

## AIR MINISTRY TYPE TEST OF THE "BRISTOL" CHERUB AERO ENGINE.

### Fifty Hours' Non-stop Run.

Under A.I.D. supervision the 1086 c.c. "Bristol" Cherub aero engine has carried out with remarkable success the 50 hours' test according to the Type Test Schedule of the British Air Ministry. Especially noteworthy is the fact that the whole of the 50 hours' endurance test at 90% full power was completed in one non-stop run.

The tests were made on a Froude dynamometer. The average power developed during the run was 15.4 h.p. at 2,200 r.p.m. ; the average consumption of fuel for the 50 hours was 9.7 pints of petrol per hour, and 0.63 pints of oil per hour. Throughout the test the engine was cooled by a fan driven by the engine itself, and connected direct to the crankshaft. At the completion of the 50 hours' endurance test, without any dismantling or adjustment of the engine, the following power curve was taken :—

| R.P.M. | B.H.P. |
|---|---|
| 2,460 | 19.2 |
| 2,366 | 19.42 |
| 2,360 | 19.68 |
| 2,170 | 18.32 |
| 2,040 | 17.68 |
| 1,960 | 16.93 |
| 1,900 | 16.6 |
| 1,775 | 15.0 |
| 2,450 | 19.6 |

The engine was then run for one hour at full throttle, developing 18.5 h.p. at 2,200 r.p.m.

At the conclusion of these tests the engine was completely stripped, measured, and found to be generally in perfect condition.

This test is a very interesting and satisfactory one, more especially in view of the fact that the "Cherub" is the first engine suitable for light aircraft to be proved under official test.

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## Editorial Notices.

*The Bath Chamber of Commerce accepts no responsibility for the opinions expressed in articles and letters appearing in this Journal. Official information and Reports of Meetings, etc., are prepared with as much care as possible, but the Chamber accepts no responsibility for any error.*

*The Editor will be pleased to consider short articles or letters on subjects of general trade and industrial interest, and insert them, if possible.*

*Inquiries for advertisement spaces should be addressed to the Bath Chamber of Commerce.*

## Chamber Notices.

*Offices :*—3 *Wood Street, Queen Square, Bath.*

*Office Hours :*—9.30 *to* 5 *p.m.* (*Saturdays,* 9 *a.m. to* 12 *noon*).

*Telephone :*—876 *Bath.*

*The Chamber issues Certificates of Origin for all countries where required. Also Identity Certificates and Certificates for Export of Samples.*

*Members desiring information on any commercial matter are invited to communicate with the Secretary.*

*Disputes and differences arising out of commercial transactions may be referred to arbitration under the arbitration rules of the Chamber.*

## Membership.

*The Secretary will be pleased to furnish particulars on application.*

## Meetings.

*In addition to the Annual General Meeting in January, General Meetings of the Chamber are held in February, March, April, May, June, September, October, November and December.*

## General Purposes Committee.

*The General Purposes Committee meet on the third Friday in each month or oftener, if necessary, at the Offices of the Chamber, 3 Wood Street, Queen Square, Bath.*

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# MONTHLY MEETING.

### EFFECTIVE EXPERIMENT AT G.W.R. STATION.

#### Obviating Crushes on the Staircases.

On Monday, April 30th, the monthly meeting of the Bath Chamber of Commerce was held at the Guildhall, the President (Mr. E. P. Mallory) occupying the chair.

At the outset of the meeting, the President said he would like to personally acknowledge the kind sympathy which had been shown with him in his recent indisposition. He deeply appreciated all the kind enquiries and expressions during the time he was laid aside. It was a great disappointment to him not to be at the Western Counties Conference, but he knew that his place was taken very ably by the senior vice-chairman.

#### Improved Arrangements at Bath Station.

Reporting on the question of the blocking of the staircases at the Bath G.W.R. Station, the Secretary said the Mayor had taken a great interest in the matter, and had consulted with the Stationmaster (Mr. E. C. Matthews) on more than one occasion as to the best means of trying to obviate it. He (Mr. Mundy) had also seen the Stationmaster, and had received the following letter from him :—

> "Referring to your call here recently, for some weeks we have tried the effect of using the lifts for conveying passengers to the platform during the crush periods, instead of having them at the platform level to convey passengers from the incoming trains to the low level, as has been customary in the past. This experiment has proved effective in avoiding crushes on the staircases, and it has been decided to continue the arrangement, which I am hoping will remove any ground for a future complaint in regard to this matter."

Continuing, Mr. Mundy said they would see the Company themselves were trying to do what they could. Of course, if that did not succeed, they must still advocate for something to be carried out.

The ex-Mayor (Mr. Ernest J. White) said he hoped they would keep their eye on that matter, because it was really a very important one. Fortunately, they had a very kindly and pleasant Stationmaster, who he was sure would do everything he could personally to assist them in getting what they asked for.

#### Complaint against a Bath Office.

The Secretary reported that a member of the Chamber had brought to his notice the very insufficient and inadequate accommodation for the public at the Inland Revenue Office in Milsom Street. The ground of the complaint was that anybody in the office at the same time could overhear one's private affairs. It was up to the Chamber to take action, either by resolution or request, to see that something was done in obtaining proper privacy of conversation, which was so desirable when one was talking over one's personal money matters. He knew it was a very general complaint throughout the country.

The ex-Mayor observed that there was unquestionably a very great grievance in that matter in Bath. He himself had been to the local Inland Revenue Office a good many times, and had seen the embarrassment of people talking through a ticket-office arrangement to a clerk inside, about the details of their Income Tax papers.

It was decided to refer the matter to the Executive Committee for their consideration.

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# NATIONAL SAVINGS MOVEMENT.

#### Region Commissioner's Address.

An interesting address on the national savings movement was given by Captain E. C. H. Jones, the commissioner for the South Western Region of the National Savings Committee.

That movement, he pointed out, was the old war-savings movement which was started during the war to provide capital to carry on the war. It was now being continued as a peace organisation on a peace footing for the encouragement of thrift, because it had been found to be so extraordinarily successful. Since its inception over 625 million certificates had been sold, and the bulk of that number had been sold since the Armistice. A point of special interest was that the cost of the movement at the present time to the ratepayers was about £85,000 a year, working at something less than one per cent. of the takings. That, he was sure they would agree, was a phenomenal success. There were nearly 20,000 savings associations, and new associations were being formed at the



"Transport *counts*—use Bristol Lines."

rate of 200 a month. The speaker went on to refer to the great effect which the movement must have upon the nation, and begged his hearers to consider whether it was not possible to start savings associations in their respective business concerns, adding that there were special schemes suitable for working in factories and firms.

In the discussion which followed, the opinion was expressed that if arrangements could be made by which the interest could be paid half-yearly, a much larger sum would be contributed by investors than was done at the present time.

A hearty vote of thanks was accorded to Captain Jones, on the motion of the President of the Bath Chamber of Commerce.

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## TAXI-CAB FARES IN BATH.

The question of local taxi-cab fares came up for consideration. The Secretary (Mr. H. Brice Mundy) introduced the subject by reading the following letter from Mr. David A. Evans (ex-President) :—

> "I am sorry I shall be away from Bath on Monday, April 30th, and will be unable to attend the monthly meeting of the Chamber of Commerce. With regard to local taxi-cab fares, I find a tremendous variation in the price owing to the fact that the drivers use old meters, which do not register the actual fares. For instance, I came up from the Great Western to Milsom Street, and the driver charged 2s. 6d.; from Milsom Street to the station, 1s. 7d. I have numerous illustrations showing a variation of 11d. for exactly the same journey."

Mr. Mundy observed that it was evidently a very great source of trouble at the present moment that the old meters did not agree with the new ones.

The ex-Mayor (Mr. E. J. White) moved that the Secretary be requested to write a letter to the Chairman of the Watch Committee (Major Reilly) drawing his attention to the fact as set out in Mr. Evans's letter. There was no doubt that the fees paid to taxi drivers varied very much, and he was inclined to think that if they would consent to a reduction of the hiring fees for taxis in the city, the drivers themselves would be a great deal better off than they were at the present time. It was heart-aching to walk around the Orange Grove and see the large number of taxis there doing nothing. He believed that that was very largely due to the fact that a taxi fare of 2s. was very much higher than people could afford in these days. It was cheaper, he thought he was right in saying, to take a taxi ride in London than it was in Bath. It might be that it ought to be cheaper in London; he was not prepared to say. He did know, however, that there were many short distance journeys when he could not afford to take a taxi, but he would very often do so if there was a lower fare.

Mr. Austen seconded, and said the taxi fares in London were 1s. a mile. Before the war they used to be 8d., he said.

Mr. A. B. Bryant said he was not interested in taxi-cabs now, but in reply to Mr. White he would like to say that the taxi fares in Bath, to the best of his knowledge, were 1s. 8d. per mile, and not 2s. He maintained that it was not fair to compare Bath and London. In London they could travel for miles and miles on the flat, whereas in Bath they could not go a mile without having to climb some big hill. They could also take five passengers in their cab in Bath, and could only charge 1s. 8d. a mile, but in London he believed the fares varied according to the number of passengers; if they carried more than two passengers, they could charge an extra sum per head. Local taxi drivers had told him that they did not do any more business now that the fares were 1s. 8d. than they did when they were 2s., and they were strongly against any reduction in the fares. Not one-fourth of the taxi-cab owners or drivers in Bath were in favour of a reduction in the present tariff, and those who were in favour were those who did not rely on the taxi-cab business for their living, but who had some other form of business. In Bristol they had the same tariff as they had in Bath, and speaking on behalf of those men who he knew would suffer, he was strongly against any reduction in the present fares. He had every sympathy with the taxi drivers in Bath, but in his opinion there were too many cabs licensed.

The ex-Mayor said what he wanted to do was to establish such a fare as would be fair to the taxi driver, and fair to the public. By all means let them pay the men a fair sum for the work they did, but let them be fair both to the taxi driver and to the public, if they could.

Referring to the question of the old meters, Mr. Bryant said at the present time it was impossible to obtain new ones.

The resolution was then adopted.

———:o:———

## ADVERTISING IN POST OFFICES.

The Secretary drew the attention of the members to the facilities now available for advertising in Post Offices, and quoted the terms for space.

———:o:———

## ADVERTISING SUB-COMMITTEE.

It was reported that the fund for advertising the City for 1922-23 had now reached £450, and that the sub-committee recommended that the present appeal be now closed.

Monthly Journal of the
BRISTOL & WEST OF ENGLAND
Chambers of Commerce.

———:o:———

**SPECIAL NOTICE.**

This Journal is sent **post free** to every leading British Chamber of Commerce in the United Kingdom and overseas, to all the principal British consuls, public officials, and a selected list of buyers.

Manufacturers and merchants who desire to include their industries in the publicity portion of the Journal can obtain full details as to rates, etc., on application to

ADVERTISEMENT MANAGER,

BRISTOL INCORPORATED CHAMBER OF COMMERCE AND SHIPPING, GUILDHALL, SMALL STREET, BRISTOL.

BATH CHAMBER OF COMMERCE, 3 WOOD STREET, BATH.

TROWBRIDGE AND DISTRICT CHAMBER OF COMMERCE, TROWBRIDGE.

## Chamber and other Notices.

*Office :*—40 *Fore Street.*

*Office Hours :*—10 *a.m. to* 5 *p.m. Wednesdays to* 1 *p.m.*

*Telephone :*—115.

*Commercial Publications :—Books of Reference, Board of Trade and Consular Reports, etc., are at the service of the members and may be seen at the Secretary's Office.*

*The Secretary will be pleased to answer Railway, Postal, Fiscal and other enquiries on commercial matters, or will obtain special information from Government Departments, Consuls abroad, etc.*

*The Commercial interests and prosperity of Trowbridge and district are the Chamber's chief concern.*

*The Chamber issues Certificates of Origin for all countries where required.*

*Meetings :—The Council meets at the Town Hall, on the last Monday in each month. The Chamber meets quarterly, notice of which is sent to members.*

———:o:———

## THE ASSOCIATION OF BRITISH CHAMBERS OF COMMERCE.

HALFPENNY POST.

The following reply has been received from the Postmaster-General to the resolution on the above subject passed at the Annual Meeting :

GENERAL POST OFFICE, E.C. 1.

DEAR SIR, *7th May*, 1923.

You wrote to me on the 24th of April, forwarding a resolution of your Association against the restriction on the time of posting halfpenny parcels.

The reasons for the imposition of the restriction were explained by General Williamson at the Quarterly Meeting of your Association on the 19th July, 1922, and in the Post Office letter of the 15th August, 1922, and there has been no change in the general circumstances except that, as your Association recognises in its resolution, the Post Office has found it possible, after experience, to extend the posting time. It would not be practicable to make a distinction based on the particular nature of their contents, between the various classes of packets sent at the halfpenny rate. Printed papers of a more urgent nature, which cannot be posted before the prescribed time, are however, dealt with on the day of posting, if prepaid one penny.

With regard to your suggestion that the restriction should be waived entirely where local conditions will permit, I should explain that even where the restriction may seem to afford little or no relief at a local office, the avoidance of concentration of the halfpenny matter during the peak period at the larger offices through which it is subsequently forwarded, affords a substantial advantage from the point of view of Post Office organisation.

Yours faithfully,

The SECRETARY, W. JOYNSON HICKS.
Association of British Chambers of Commerce.

UNEMPLOYMENT.

The resolution on Unemployment Benefits, passed at the Annual Meeting, was referred to the Association's Unemployment Committee.

The Council decided that the Rt. Hon. Sir Alfred Mond, Bt., M.P. (Swansea), Mr. J. E. Baker (Sheffield), and Mr. J. Fishwick (Bolton), should be invited to join the Committee, which therefore consists of the following gentlemen :

Mr. Stanley Machin, J.P. (Deputy President) (Chairman).
Mr. Arthur Balfour, J.P. (President).
Mr. J. W. Murray, D.L.
Rt. Hon. Lord Southwark
Mr. W. Clare Lees, O.B.E., J.P. } (Vice-Presidents).
Mr. J. Arthur Aiton, C.B.E.
Mr. Gilbert C. Vyle } (Hon. Vice-Presidents).
Sir Algernon F. Firth, Bart.
Sir Edward Manville
Sir Arthur Shirley Benn, K.B.E., M.P. } (Ex-Presidents).
Sir James Martin, J.P. (Hon. Treasurer and Hon. Vice-President.)
Mr. F. W. Astbury, M.P.
Mr. H. H. Spencer, M.P. } (Hon. Secretaries).
Mr. J. Sandeman Allen (Liverpool).
Mr. J. E. Baker (Sheffield).
Mr. J. Fishwick (Bolton).
Rt. Hon. Sir Alfred Mond, Bart., M.P. (Swansea).
Mr. H. Parsons (Southampton).
Sir William Pearce (London).
Sir William Priestley, J.P. (Bradford).
Sir Edward Rhodes, J.P. (Manchester).
Mr. T. W. Simpson (Wolverhampton).
Mr. H. L. Symonds (London).

TRADE WITH THE OCCUPIED TERRITORY OF GERMANY.

The attention of the Chambers is called to the following Board of Trade announcement :—

The Franco-Belgian authorities in the Occupied Territory granted certain facilities, as set out in the *Board of Trade Journal* of 29th March, 1923, in respect of the export from that territory, on account of foreign traders, of (*a*) goods ordered before 1st February ; (*b*) goods loaded before 20th February ; and (*c*) goods covered by export licences issued before certain specified dates. These facilities were, however, nullified by the action of the German Government in forbidding by Decrees dated 16th and 29th March, traders in Germany to apply for Allied licences, to pay duties or fees to the officials of the Franco-Belgian Administration or to deliver or accept goods in respect of which duty had been paid to, or licence obtained from, that Administration, no matter by whom duty has been paid or the licence obtained.

The German Government has now issued a Decree dated 26th April, modifying the Decrees dated March 16th and 29th, with effect that firms domiciled in Germany may, on condition that any import or export licences required by German regulations have been obtained, deliver goods to, or accept them from, nationals of the States not participating in the occupation of the Ruhr, *in respect of contracts concluded before 20th February last*, even if the foreign firms concerned have procured licences from the Occupying Powers.

As regards any export duty, leviable by the *German* authorities, it is understood that, whilst in the case of goods exported *via* ports in Unoccupied Territory, export duty is leviable at such ports, the question of payment of an export duty to the German authorities will not arise when the goods are exported directly out of Occupied Territory, there being no German Customs officials operating except in the British zone, where instructions have been given to them by the German Government not to collect export duties on goods exported by British firms to Great Britain ; so that for goods exported directly from the Occupied Territory export duty will be payable to the Allied authorities only.

BOARD OF TRADE, *9th May*, 1923.



**"Transport *counts*—use Bristol Lines."**

*Don't Send the Mountain to Mahomet—*
*Let Mahomet Come to the Mountain.*

# OUR MOBILE WELDING PLANTS

ARE ALWAYS IN COMMISSION.

**Quasi-Arc Electric System and Oxy-Acetylene.**

# ANY REPAIR OR BREAKDOWN JOB

## Instantly Attended to on the Spot

BY OUR FLYING SQUAD OF EXPERTS.

*Wire* **BRABY, BRISTOL,** *or Phone* **No. 946**
*WE WILL DO THE REST.*

**Note.**—This Service is proving of special value to Steamship Companies sailing into Bristol.

# F. BRABY & CO., LTD.

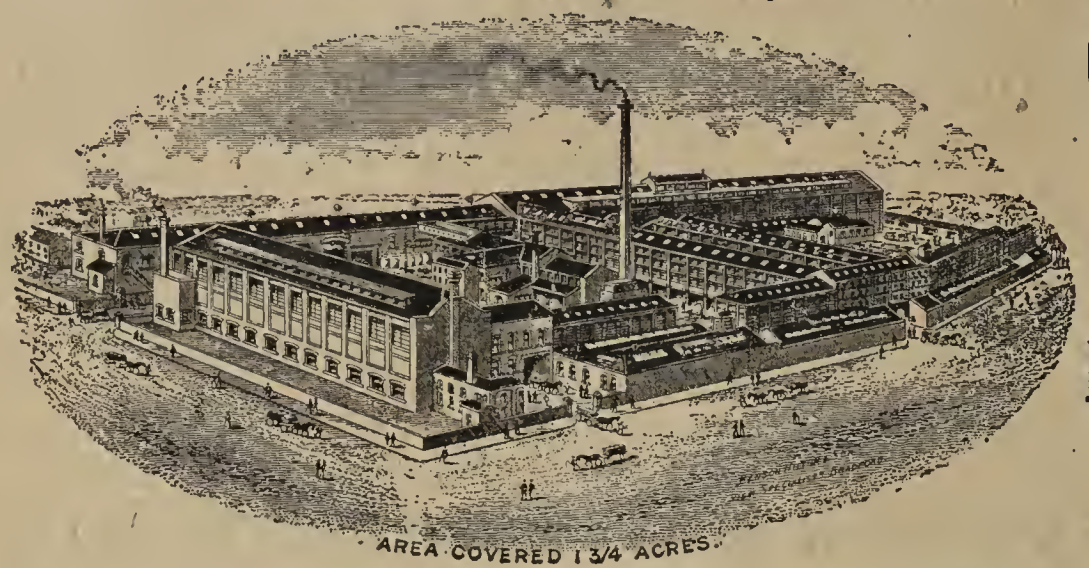
ASHTON GATE WORKS,

**BRISTOL.**

ALSO WORKS AT

**LONDON, DEPTFORD, LIVERPOOL, GLASGOW, FALKIRK.**

## Parker Brothers Limited, Bristol




TELEGRAMS: "HIDES, BRISTOL" TELEPHONE 4080 & 4081

# SOLE LEATHER

GUARANTEED FREE
FROM ADULTERATION

**Butts Bends Shoulders**
**Bellies**
**Belly Grains**

## P. & S. EVANS & Co., Ltd.,

AVONSIDE TANNERY,
BRISTOL.

ESTABLISHED 1808.

13 HIGHEST AWARDS.

TELEGRAMS—
"EVANS, BRISTOL."

TELEPHONE—
**229** BRISTOL.

CODE—
ABC 5TH EDITION.

*SPECIALTIES—*
HIGH-GRADE BENDS, SHOULDERS & BELLIES.

## CATTYBROOK BRICK CO. Ltd.

Tele{phone—**54** Bristol.
grams—Cattybrook, Bristol.

**Provident Buildings, 15 Clare Street, BRISTOL.**

**Manufacturers of Light, Dark and Plum RED FACING and MOULDED Bricks.**

**Blue** and **Buff** Bricks for Facing and Paving.

Brindle and Red **Vitrified** Bricks for Engineering, Hydraulic and Acid Works. Crushing weight over 600 tons per square ft.

**9″, 6″** and **4″ Red Flooring Quarries** and **Adamantine Tiles,** of exceptional colour and quality.

**Fire Bricks and Clay, Boiler Seatings, Flue Covers, Slabs, etc. etc.**

*Analysis of Fireclay.*

| | | |
|---|---|---|
| Silica ($SiO_2$) | 60.54 | per cent. |
| Titanic Oxide ($TiO_2$) | 1.39 | ,, |
| Alumina ($Al_2O_3$) | 20.35 | ,, |
| Ferric Oxide ($Fe_2O_3$) | 5.00 | ,, |
| Magnesia (MgO) | 0.72 | ,, |
| Lime (CaO) | 0.44 | ,, |
| Potash ($K_2O$) | 1.66 | ,, |
| Soda ($Na_2O$) | 0.52 | ,, |
| Loss when calcined over 109° C. | 8.90 | ,, |
| | 99.52 | |

# G. W. R.

The

# Great Western Railway

affords direct communication for the conveyance of passengers and merchandise between Bristol City, Bristol Docks, Avonmouth Docks, Portishead Docks, and all parts of England, Scotland, Wales, Ireland and the Continent.

## G.W.R. FACILITIES AT BRISTOL.

The train services are unequalled, the Corridor Restaurant Car Expresses providing all that can be desired in the way of convenience, comfort and speed.

Excellent and frequent services are provided, LONDON being reached in 2 hours, BIRMINGHAM via the direct Cheltenham and Stratford route in 2¼ hours, CARDIFF in 1¼ hours, and PLYMOUTH in 3 hours.

Express Trains are also run to LIVERPOOL, MANCHESTER, LANCASHIRE AND YORKSHIRE DISTRICTS and SCOTLAND by the direct route via Severn Tunnel and Crewe, and to SOUTH COAST PORTS via Salisbury.

## "OCEAN" EXPRESSES.

The Great Western "Ocean" Expresses add greatly to the natural advantages of the Port. They run alongside the Liners at Avonmouth, and passengers by the Transatlantic steamers will find their every convenience studied.

## SERVICES TO AND FROM IRELAND.

Bristol and its environs communicate with Ireland by the direct "short-sea" route via Fishguard, G.W.R. This is the shortest sea passage, and the magnificent turbine steamers sail daily, in each direction, the crossing occupying three and a quarter hours. A service is also afforded between Fishguard and Waterford, sailing from Fishguard on Mondays, Wednesdays, and Fridays, and from Waterford on Tuesdays, Thursdays and Saturdays.

## "THE HOLIDAY LINE."

No other line provides such a choice for the holiday maker. The Great Western territory embraces every variety of climate, from the balmy air of the Cornish Riviera and the Channel Islands to the cool and bracing atmosphere of North Devon and the Cambrian Coast.

The beauty spots of "Glorious Devon" and its moorlands; the rugged grandeur of Wales; the charming scenery and wonderful flora of Jersey and Guernsey; the famous spas of Bath, Cheltenham, Leamington, Malvern and Droitwich; the historical associations of Shakespeareland and the ancient Cathedral Cities; the beautiful silver reaches of the Thames, the Severn, the Wye, the Dart and the Fal, need no recommendation to those who have once come under their spell of fascination.

## INTERESTING EXCURSIONS.

Excursion trains, at cheap fares, are frequently running by G.W.R. from Bristol to London and other large centres; also to places of interest in the surrounding neighbourhood. PLEASURE PARTIES are specially catered for.

## FAST FREIGHT TRAINS.

Bristol's service of Goods or Freight Expresses by G.W.R. ensures that all merchandise entrusted to the Company's care is delivered promptly.

## PARCEL TRAFFIC.

Parcel traffic is another branch of the Great Western service to which special attention is devoted. Parcels are conveyed by fast passenger trains and by special trains run exclusively for this class of traffic, and the service of collection and delivery is provided within the usual limits.

## TRUNK LINES OF G.W.R. IN DIRECT CONNECTION WITH ALL BRISTOL DOCKS.

The Great Western Railway deals with cargo direct to and from ship's side at Bristol City Docks; also to and from ship's side at Avonmouth and Portishead Docks over the Bristol Docks Committee's Rails.

## SITES FOR WORKS.

A valuable service is rendered to manufacturers by the Great Western Railway in connection with sites for Works adjoining the line. A register of sites is kept by the Chief Goods Manager at Paddington Station, which traders would do well to consult. Every effort is made to render this register as complete and up-to-date as possible, and owners of land and estate agents are invited to co-operate in this task by sending particulars of suitable sites.

**FOR FULL INFORMATION APPLY—**

**To the Company's Bristol Representatives:**

**Passenger or Parcel Services:**
**The Divisional Superintendent, G.W.R., Temple Meads Station, Bristol.**

**Freight Services:**
**The District Goods Manager, G.W.R., Temple Meads Station, Bristol.**

**Paddington Station,**
**London, W.2.**

**FELIX J. C. POLE,**
General Manager.

# G. W. R.

"Study **ECONOMY** and ship via **BRISTOL.**"

# THE UNITED ALKALI CO. LTD.

## Netham Works, BRISTOL.

THE UNITED ALKALI Co LIMITED
TRADE MARK.
LIVERPOOL.

**MANUFACTURERS OF**

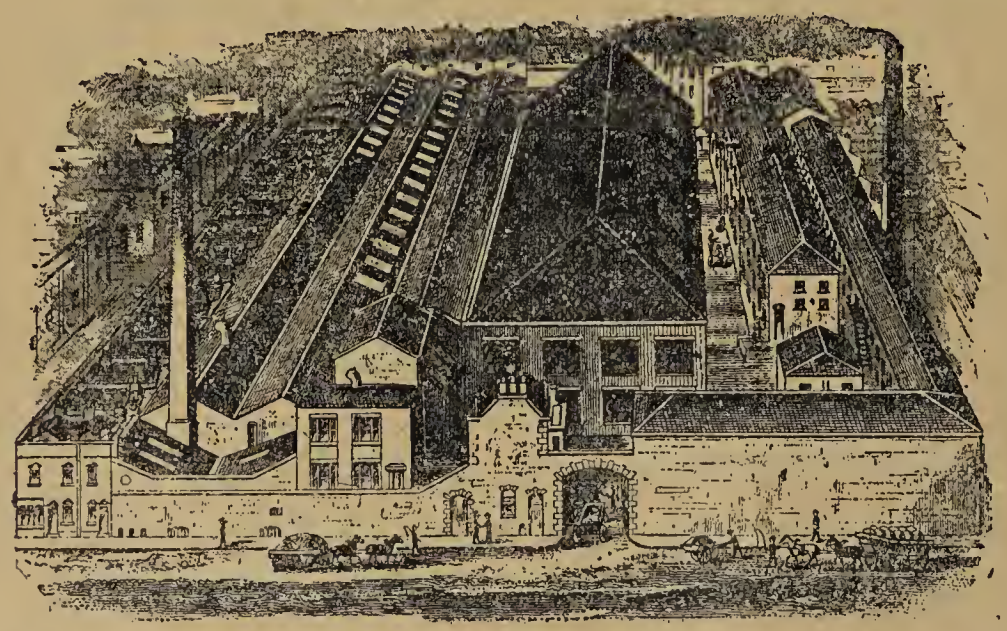
Acetic Acid.
Acetic Anhydride.
Aluminium Chloride (Anhydrous).
Ammonia Alkali.
Ammonium Carbonate.
,, Muriate.
,, Sulphate.
,, Chloride.
(large and small crystals)
Bicarbonate of Soda.
Bleaching Powder.
Caustic Potash.
,, Soda.
Chlorates of Potash & Soda.
Chloride of Magnesium.
Chloroform.
Chloros (Liquid Disinfectant).
Chlorsulphonic Acid.
Duroprene
(Insulating & Protective Paint).
Formic Acid.
Hydrochloric Acid.
Liquid Chlorine.
Nitric Acid.
Salammoniac.
Salicylic Acid.
Soda Crystals.
Sodium Hyposulphite.
,, Sulphite.
Sulphate of Copper.
Sulphate of Soda or Saltcake.
Sulphide of Sodium.
Sulphur.
Sulphuric Acid.
Superphosphates.
Zinc Chloride (Solution).
Monochloracetic Acid.
Monochlorbenzene.
Dinitrochlorbenzene.
Nitrodichlorbenzene.
Dichlorbenzene.
Dinitrophenol.
Paranitrochlorbenzene.
Paranitrophenol.

**Head Office - - CUNARD BUILDING, LIVERPOOL.**



# STEPHENS BROS. & MARTIN,

## St. Philip's Hemp & Flax Mills, BRISTOL.



*Manufacturers of every description of*

**HEMP & FLAX LINE & TOW**

Also Jute Yarns, Seaming, Roping,
Sewing and Packing Twines,
Brushmakers' Thrums & Shoe Threads,
Canvas, Tarpaulins, Sackings,
Coaling Sacks, Coal Sacks and Bags,
Sheetings, etc., etc.

WOOLSHEETS AND TOP BAGS A SPECIALITY (for Home or Export).

*Contractors for Government, Army and Navy, Railway, Mining and Shipping Supplies.*

TELEphone : 1111 Bristol.
TELEgrams : Stephens, Bristol.

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BRADFORD (YORKS) : 42 Swan Arcade. TELEphone : 5107 Bradford. TELEgrams : Stephens, 5107 Bradford.

BRISTOL BATH TROWBRIDGE

# CLASSIFIED TRADE INDEX

The following are Code abbreviations:—

4th Ed.—A B C (4th Edition). 5th Ed.—A B C (5th Edition). B.—Bentley's. E.—Engineering. L.—Lieber's. M.I.—Marconi International P.—Private. W.U.—Western Union.

## ADVERTISING.

**Western Sales Promotion Agency Ltd.,** 53 Queen's Road, Bristol.—Advertisement Consultants & Advisers. Artists and Illustrators. Complete campaigns planned. Designs for Booklets, Folders, Showcards, Letter Headings, Trade Marks, Fashion Drawings, &c. Trade, Technical and Press Advertising carried out. Telephone No. 5860. Telegrams: "Sales." Advt. page xx.

## AIRCRAFT MANUFACTURERS.

**Bristol Aeroplane Co.. Ltd.,** Designers and Constructors of the Highest Quality Aircraft for all Commercial, Sporting and Military Purposes, and of the "Bristol" Radial Air-cooled Aero Engines, Filton, Bristol. Telegrams: "Aviation, Filton." Codes A.1, A.B.C., B., and W.U. Telephone No. 3906 (P.B.E.) Bristol. Advt. page v.

## BOOT PROTECTORS.

**John Giles & Sons, Ltd.,** Manufacturers of the "Giles" Boot Protector, Bedminster, Bristol. Telegrams: "Giles, Bristol." Code: 5th Ed. Telephone No.: 4703, 4704 Bristol. Advt. page xxv.

## BOOT & SHOE MANUFACTURERS.

**Lindrea & Co., Ltd.,** Exporters of Sole and Upper Leather, Boots and Shoes, Shoe Mercery and Grindery, etc., Bristol. Telegrams: "Lindrea, Bristol." Code: 5th and 6th Eds. and Widebrook. Telephone Nos. 3114 and 394, Bristol. Advt. back cover.

## BREWERS' ENGINEERS.

**Wilson & Co., Ltd.,** Brewery and General Engineers, Iron and Brass Founders, Vat and Back Makers, Coppersmiths, Welshmill Road, Frome. Tel. Address: "Wilson, Frome." Tel. 22. Advt. page vii.

## BRICK MANUFACTURERS.

**Cattybrook Brick Co., Ltd.,** Manufacturers of Light, Dark and Plum Red Facing and Moulded Bricks, Buff and Blue Bricks, Fire Bricks and Clays, Boiler Seatings, Flue Covers, Slabs, etc., Provident Buildings, 15 Clare Street, Bristol. Telegrams: "Cattybrook, Bristol." Telephone No. 54 Bristol. Advt. page xvi.

## BUILDING SOCIETY.

**Bristol, West of England and South Wales Permanent Building Society.** Founded in 1850 to afford safe investment, and to lend money on mortgage. Secretary: Richard Lowe, 9-11 St. Stephen's Street, Bristol. Advt. page iv.

## BUILDERS & CONTRACTORS.

**Thomas Weeks & Sons, Ltd.,** Building Contractors to H.M. Office of Works, War Office, and Corporate Bodies, Ashton Gate, Bristol. Telegrams and Telephone No. Bristol 3038. Advt. page xxvi.

## CABLES.

**Siemens Brothers & Co., Limited,** Cables for Power Transmission. Every length of cable manufactured by us embodies over half a century's experience. Woolwich, London, S.E. 18. Telegrams: "Siemens, Woolwich." Telephone City 6400. Advt. page 2 of cover.

## CANNED GOODS.

**Gedye & Sons, Ltd.,** Importers, Registered Brands: "Tiger," "Stag," "Eldorado," "Globe," "Glengarry." Nelson Street, Bristol. Telegrams: "Gedye, Bristol." Telephone No. 203, Bristol.

## CHEMICAL MANUFACTURERS.

**United Alkali Co., Ltd.,** Netham Works, Bristol. Head Office: Cunard Building, Liverpool. Advt. page xviii.

## CIDER.

**Carr & Quick, Ltd.,** Makers of "The Wine of Devon," the Cider which stands alone, 15-16 Queen Street, Exeter. Telephone: "Wine, Exeter." Telephone Nos. 598, 599, 600 Exeter.

## CLOTHING MANUFACTURERS (WHOLESALE).

**E. Broderick & Co., Ltd.,** Wholesale and Export Clothing Manufacturers, St. James' Barton, Bristol. Telegrams: "Broderick, Bristol." Code: 5th Ed. Telephone No. 683 Bristol.

**Todd & Co., Ltd.,** High Grade Men's, Youths' and Boys' Clothing. Ready-to-Wear and to measure. Wear-proof Tweeds, Beacon Serges, Temple Gate, Bristol. Telegrams: "Todd, Bristol." Telephone No. 1728 Bristol. Advt. page xxiv.

## CLOTHING MANUFACTURERS (WHOLESALE)—*continued.*

**Chas. Wills & Sons, Ltd.,** Manufacturers of Men's, Juveniles' and Ladies' Clothing. Wholesale and Export only. Rupert Street, Bristol. Telegrams: "Rupert, Bristol." Telephone No. 1451, Bristol.

## COAL.

**East Bristol Collieries, Ltd.,** Colliery Proprietors, Coal Factors and Merchants, Speedwell Road, St. George, Bristol. Telegrams: "Coal, Bristol." Telephone No. 93 Kingswood. Advt. page xxiii.

## COCOA AND CHOCOLATE MANUFACTURERS.

**J. S. Fry & Sons, Ltd.,** Cocoas and Chocolates of World-wide reputation, Bristol. Telegrams: "Fry, Bristol." Code: 5th Ed. Telephone No. (Order Dept.) 5620, Bristol. Advt. page xx.

## DAIRY PRODUCE.

**Wilts United Dairies, Ltd.,** Dairy Produce, Fancy Provisions, Proprietors "Diploma" Brand Full Cream English Condensed Milk, Trowbridge, Wilts. Telegrams: "Dairy, Trowbridge." Code: P. Telephone No. 106, Trowbridge (3 lines). Advt. page xxiii.

## ENGINEERS.

**Alfred Danks, Limited,** General Engineering work of every description. All kinds of Rainwater and Sanitary Goods for the Building Trade. Emlyn Works, Gloucester. Telegrams: "Pulleys, Gloucester." Telephone No. 896, Gloucester. Advt. page xiv.

**G. N. Haden & Sons, Ltd.,** Specialities: Heating, Ventilation, Hot and Cold Water Supply, Cooking and Laundry Plants, Heat Economisers, Drying Plants, etc., Trowbridge. Telegrams: "Haden, Trowbridge." Codes: 5th Ed., L., M.I. Telephone No. 2, Trowbridge. Advt. page iii.

**Llewellins & James, Ltd.,** Coppersmiths, Brassfounders, Bellfounders, Manufacturers of Tar Spraying Machines, General and Brewery Engineers, Castle Green, Bristol. Telegrams: "Llewellin James, Bristol." Code: 5th Ed. Telephone 3100 and 3101, Bristol. Advt. page xxv.

**Huxham & Brown's.** All classes of machinery for Tanners, Curriers and Light Leather Manufacturers, Exeter. Telegrams: "Huxhams, Exeter." Telephone No. 105, Exeter. Advt. page xxiii.

## FISH, GAME AND POULTRY MERCHANTS.

**Bigwoods Ltd.,** Fish, Game, Poultry and Ice Merchants, Salmon Factors, 59 Baldwin Street, Bristol, also Woolster Street, Plymouth, and Quay, Brixham. Telegrams: "Bigwoods, Bristol." Telephones: Bristol, 2741; Plymouth, 1185; Brixham, 2.

## FLAX & HEMP SPINNERS.

**Stephens Bros. & Martin,** Hemp and Flax Line and Tow Spinners, Weavers' Merchants and Manufacturers, St. Philip's Hemp and Flax Mills, Bristol. Telegrams: "Stephens, Bristol." Code: 5th Ed. Telephone No. 1111, Bristol. Advt. page xviii.

## FRUIT MERCHANTS.

**W. H. Eyles & Co.,** Dried, Green and Canned Fruit Merchants and Importers, Crow Lane, Bristol. Telegrams: "Banana, Bristol." Telephone Nos. 3560 and 3561.

## FRUIT, SYRUP AND CORDIAL MANUFACTURERS.

**H. W. Carter & Co.** (Branch of Bristol Industries, Ltd.), Concentrated Fruit Syrup and Cordial Manufacturers, Table Waters, all Flavours and Soluble Essences for Mineral Water Makers. Established 1831, The Old Refinery, Bristol. Telegrams and Cables: "Carter, Bristol." Codes: 4th and 5th Ed. and L. Telephone No. 733, Bristol. Advt. page xxv.

## FURNITURE.

**Colston Furniture Co.** "Adapto" Patent Adjustable Chairs and Settees. Old King Street, Bristol. Advt. page iv.

## GALVANIZED IRON MANUFACTURERS.

**F. Braby & Co., Ltd.,** Makers of the "Coronation" Corrugated Skylight, also "Eclipse" Brand Aluminium Culinary Ware, Ashton Gate Works, Marsh Road, Bristol. Telegrams: "Braby, Bristol." Codes: 5th and 6th Ed., B., M.I. Telephone No. 946 Bristol (P.B.E.) Advt. page xv.




# In six Reigns

The sterling value of the Wines and Spirits shipped to Bristol by JOHN HARVEY & SONS and their forbears has been acknowledged all over the world.

SPECIALITIES

**Harvey's "BRISTOL MILK" SHERRY.**
**Harvey's "BRISTOL CREAM" SHERRY.**
**Harvey's "HUNTING PORT," Etc., Etc.**

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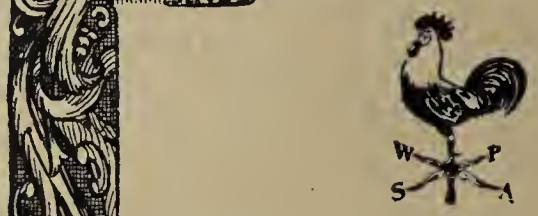
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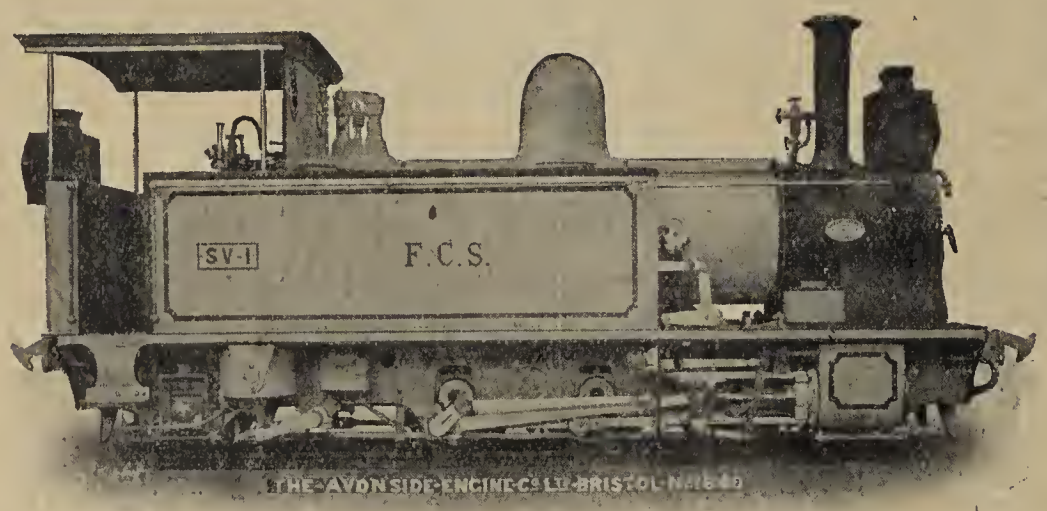
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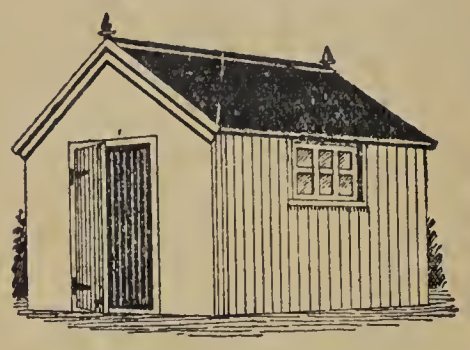
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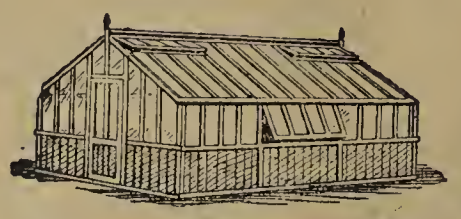
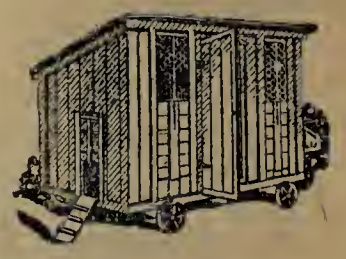
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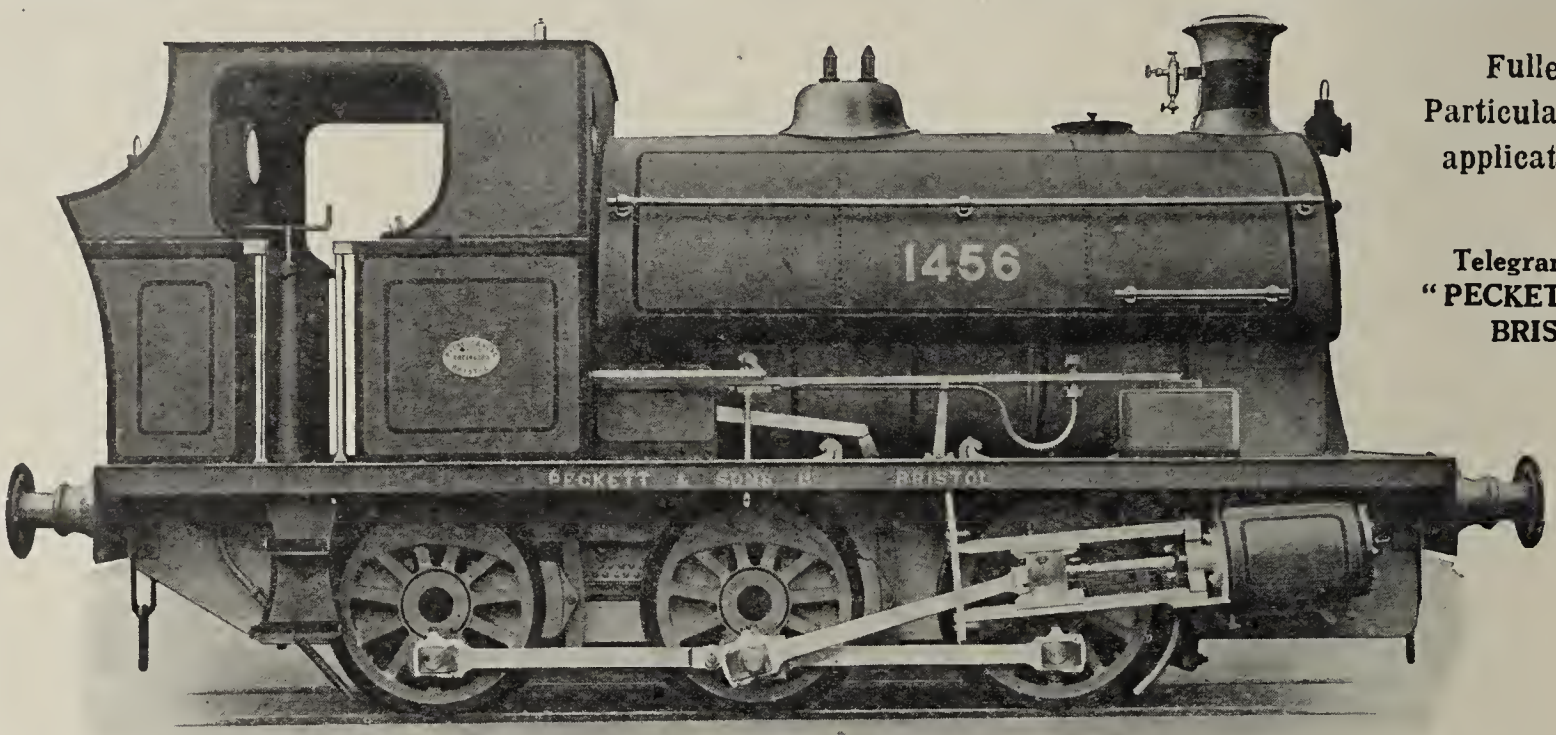
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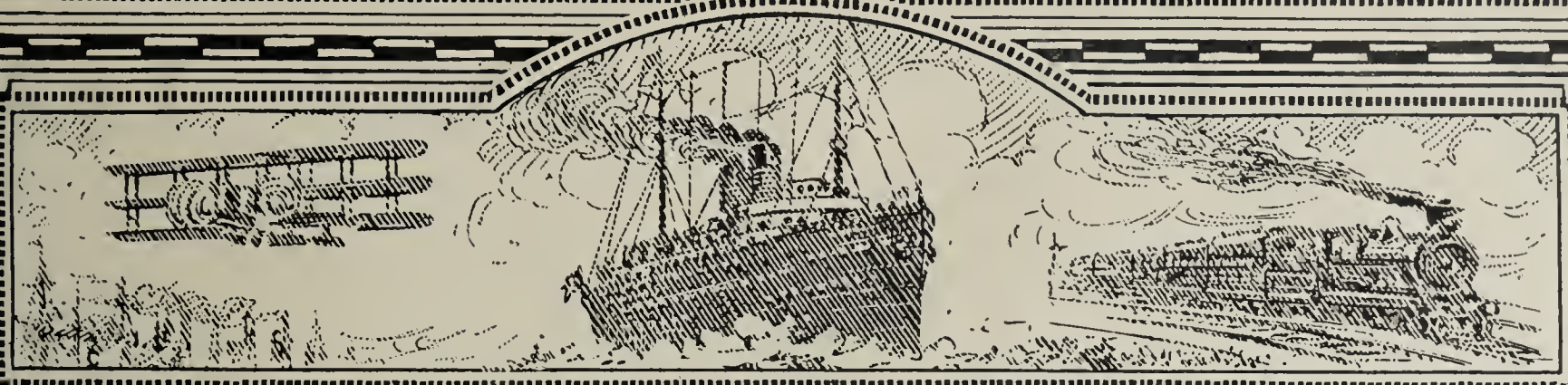
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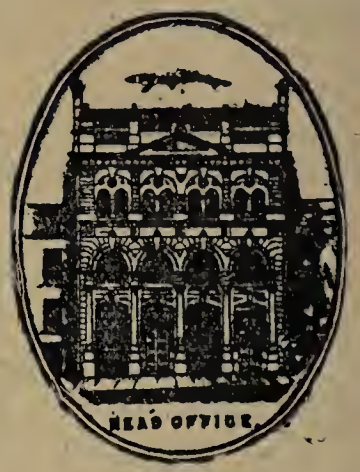
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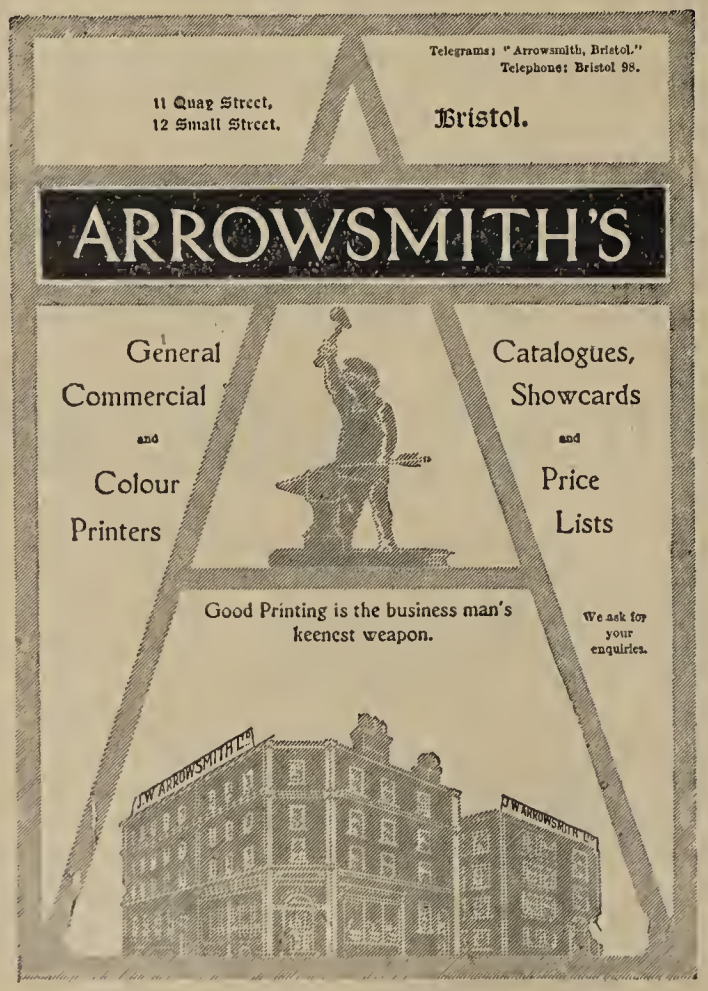
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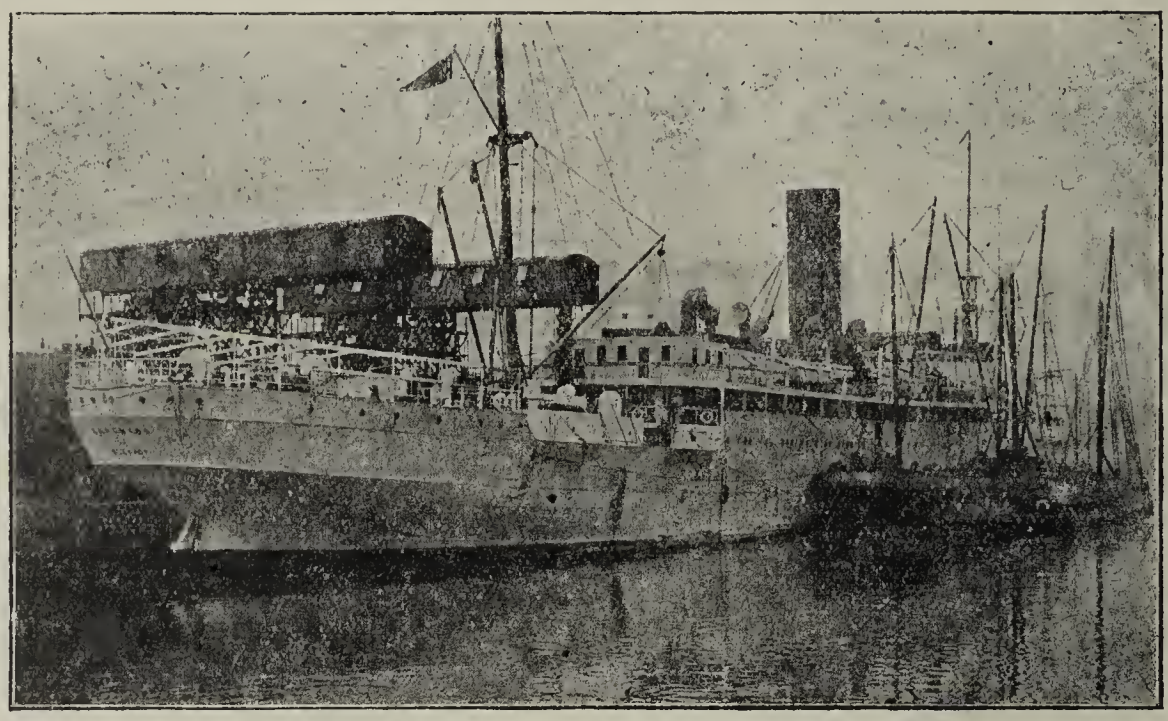
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| **Naples** | Anglo-Italian | Mark Whitwill & Son | ,, 5610 |
| **Newcastle-on-Tyne** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **New Orleans** | Dixie | Chas. Hill & Sons | ,, 3948 |
| **Newport, Mon.** | Gilchrist's RegularTraders | Rob. Gilchrist & Co. | ,, 271 |
| **New York** | Bristol City | Chas. Hill & Sons | ,, 3948 |
| ,, ,, | Winchester | James & Hodder | ,, 5 |
| **New Zealand** | Federal | Bethell, Gwyn & Co. | ,, 428 |
| **Norfolk, Va.** | Bristol City | Chas. Hill & Sons | ,, 3948 |
| **Norway (East)** | Standard | Whitwill, Cole & Co. | ,, 1137 |
| **Oporto** | Edwards | Turner, Edwards & Co. | ,, 122 |
| **Palermo** | Anglo-Italian | Mark Whitwill & Son | ,, 5610 |
| **Paris** | (*via* Rouen) | James & Hodder | ,, 5 |
| **Penzance** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Philadelphia** | Bristol City | Chas. Hill & Sons | ,, 3948 |
| ,, | Cunard | Cunard S.S. Co., Ltd. | ,, 4030 |
| ,, | Baltimore S.S. Co. | F. C. Strick & Co. | ,, 5 |
| **Plymouth** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Portland, Me.** | Dominion | Dominion Line | ,, 1808 |
| **Portland, Ore.** | Isthmian | Bethell, Gwyn & Co. | ,, 428 |
| **Porto Rico** | (*via* New York) | Cunard S.S. Co., Ltd. | ,, 4030 |
| ,, ,, | ( ,, ,, ,, ) | Chas. Hill & Sons | ,, 3948 |
| **Portsmouth** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Portuguese Ports** | Edwards | Turner, Edwards & Co. | ,, 122 |
| **Rotterdam** | Bristol Steam Nav. Co. | Bristol Steam Nav. Co. | ,, 3831 |
| ,, | (*via* Amsterdam) | Turner, Edwards & Co. | ,, 122 |
| **Rouen** | Worms | James & Hodder | ,, 5 |
| ,, | Hutchison | Turner, Edwards & Co. | ,, 122 |
| **San Francisco** | Isthmian | Bethell, Gwyn & Co. | ,, 428 |
| **Seattle** | Isthmian | Bethell, Gwyn & Co. | ,, 428 |
| **Sicilian Ports** | Anglo-Italian | Mark Whitwill & Son | ,, 5610 |
| **South African Ports** | (*via* Amsterdam) | Turner, Edwards & Co. | ,, 122 |
| **South American Ports** | ( ,, ,, ) | Turner, Edwards & Co. | ,, 122 |
| **Southampton** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Spanish Ports** | Edwards | Turner, Edwards & Co. | ,, 122 |
| ,, ,, | Golden Cross | James & Hodder | ,, 5 |
| ,, ,, | MacAndrews | Mark Whitwill & Son | ,, 5610 |
| **Stockholm** | East Sweden | Whitwill, Cole & Co. | ,, 1137 |
| **Swedish Ports** | East Sweden | Whitwill, Cole & Co. | ,, 1137 |
| **Torquay** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Treport** | John Harrison | E. Stock & Son | ,, 73 |
| **Vancouver** | Isthmian | Bethell, Gwyn & Co. | ,, 428 |
| **Vera Cruz** | (*via* New York) | Chas. Hill & Sons | ,, 3948 |
| **Waterford** | Waterford | Clyde Shipping Co. | ,, 2422 |
| **West Africa** | (*via* Amsterdam) | Turner, Edwards & Co. | ,, 122 |
| **West Indies** | Elders & Fyffes (J'amaica) | Elders & Fyffes, Ltd. | Avonmouth 61 |
| ,, ,, | (*via* Amsterdam) | Turner, Edwards & Co. | Bristol 122 |
| **Wexford** | Coast | Coast Lines, Ltd. | ,, 1942 |

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**The Commercial Superintendent, Docks Offices, Queen Square, Bristol.** Telephone No. 5880.

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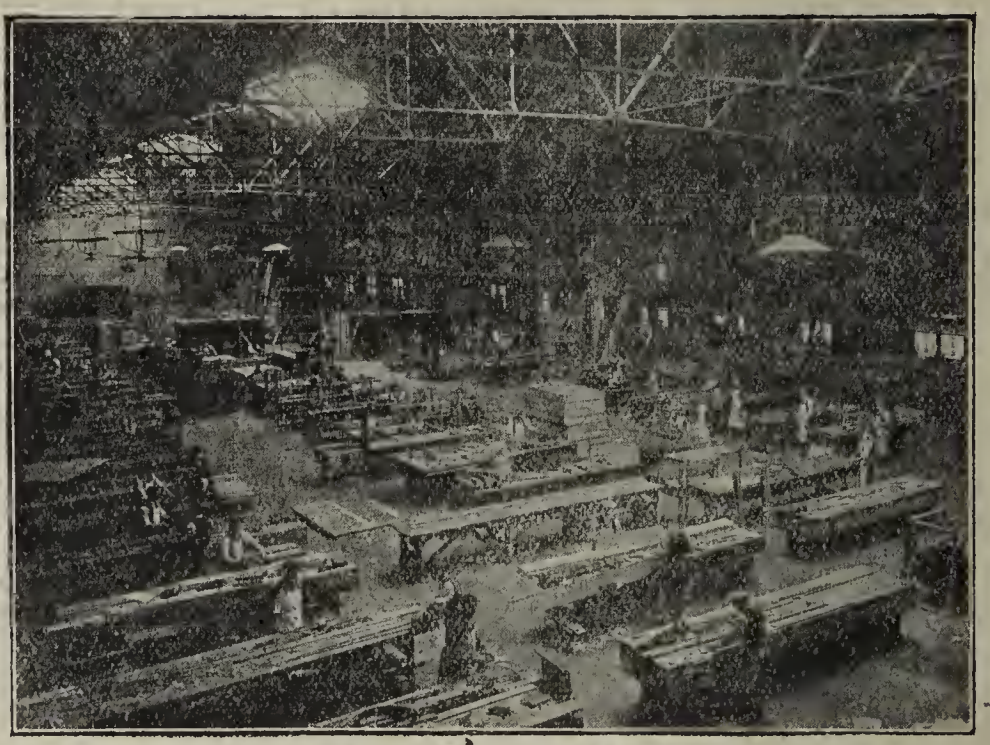
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MONTHLY JOURNAL

OF THE

BRISTOL AND WEST OF ENGLAND

CHAMBERS OF COMMERCE

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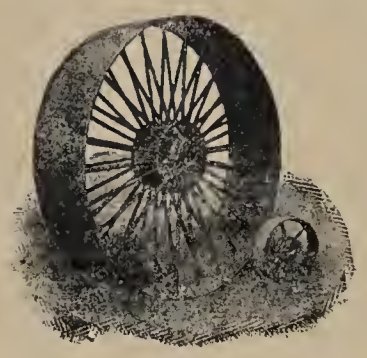
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**It is suggested that after this Journal has been perused, it should be circulated among your staff. The advertising pages as well as the literary matter should be of considerable interest.**

## Editorial Notices.

*The Bristol Incorporated Chamber of Commerce and Shipping accepts no responsibility for the opinions expressed in articles or letters appearing in this Journal.*

*Space is necessarily limited, but the Editors will be pleased to consider short articles or letters on subjects of general mercantile, trade, or industrial interest, and to insert them, if possible.*

*Inquiries for advertisement spaces should be addressed to the Bristol Incorporated Chamber of Commerce and Shipping, the Guildhall, Small Street, Bristol.*

## Chamber Notices.

*Offices:—Chamber of Commerce, Guildhall, Small Street, Bristol.*

*Office Hours:*—9.30 *a.m.* to 5 *p.m.* (*Saturdays*, 9.30 *a.m.* to 12.30 *p.m.*)

*Telephone:—Bristol* 368.

*Telegraphic Address:—"Chamber Commerce, Bristol."*

*Council Meetings are held on the third Wednesday in each month.*

*The Chamber is able to give or to obtain information respecting Railway Rates and Conditions, Tariffs, Customs Regulations, Openings for Trade, appointment of agents abroad, and other commercial matters.*

*Certificates of Origin, etc., may be obtained on application to the Secretary.*

———:o:———

# The Bristol Incorporated Chamber of Commerce and Shipping.

## REPORT OF THE COUNCIL.

*To be presented at the Annual Meeting of the Members, held (by kind permission of the Master) in the Hall of the Society of Merchant Venturers, Bristol, on Monday, the 9th day of July, 1923, at 2.15 p.m.*

The Council have much pleasure in presenting their Report of the year's work of the Bristol Chamber of Commerce. It is thought unnecessary to describe the various events in so much detail as was formerly the case, because the members have now the opportunity of reading in the monthly journal the accounts of the principal happenings soon after they occur. It is therefore intended that this report shall be in the nature of an epitome. A large volume of printed matter does not always imply achievement of corresponding importance, and in the case of a Chamber of Commerce the greater part of its work consists of the service quietly rendered to its members day by day, work of which no account can be given because it comes in the ordinary routine or in the Trade Sections.

### THE CENTENARY OF THE CHAMBER.

The past year has been a notable one for the Bristol Chamber of Commerce, for on February 13th, 1923, it completed its hundredth year of existence and of useful service. The occasion was celebrated by a banquet and by the issue of a special number of the Journal, which was printed in English, French, Spanish and Italian, and has been extensively distributed abroad. The special number contains a short history of the Chamber by Mr. Arthur L. Salmon, and an account of "Bristol—the Western Gateway of England," by Mr. Ross-Johnson, while most of the advertisements appear in the four languages mentioned. On the Sunday following the date of the centenary a service was held in connection with it.

### THE CENTENARY BANQUET.

The Banquet took place at the Victoria Rooms on February 7th, and was attended by about three hundred guests. It was particularly appropriate that Sir A. Shirley Benn should be the chief guest. He was at that time President of the Association of British Chambers of Commerce and in an excellent speech responding to the toast proposed by the Solicitor-General, Sir Thomas Inskip, he reviewed the state of trade and expressed good hope for the future. The Bristol Chamber has not only always been a loyal and consistent supporter of the Association, but originally proposed the formation of such an organisation, which has now attained to so much influence and importance. Sir Wm. Howell Davies proposed the "Imperial Parliament," and Sir W. Beddoe Rees, M.P., and Mr. Harold Morris, K.C., M.P., responded. The Bishop of Clifton proposed the "City of Bristol" (replied to by the Lord Mayor), and Mr. C. E. Barry, Vice-President, "The Visitors" (replied to by the Dean of Bristol and Mr. C. Bassage, the G.W.R. District Goods Manager). The health of the President was proposed by Mr. W. R. Voller, President of the Gloucester Chamber, and was very warmly received. During the course of the evening Mr. Palliser Martin very kindly presented the Chamber with a beautiful badge of office for the President, and placed it on Mr. Thornton, the present holder of the office.

### THE CENTENARY SERVICE.

The Service of Thanksgiving was held at Christ Church with St. Ewen, by the kind permission and hearty assistance of the Rector, the Rev. R. T. Cole, on the afternoon of Sunday, February 18th, 1923. The proceedings followed the lines of the service which took place about twelve months previously on the suggestion of Mr. Gerard E. Fox, then President, who wished to revive the pious and laudable practice of the

ancient Guilds, and, indeed, the former custom of the Chamber itself, of gathering its members together once a year in a place of worship. That the idea met with considerable approval was shown on both occasions by the large attendance of the members and their ladies. The Lord Mayor read the Lesson, and two anthems were sung by the Choir. The Dean preached an excellent and sympathetic sermon, basing his discourse largely, indeed mainly, upon a speech delivered in the House of Commons by Mr. Stanley Baldwin, then Chancellor of the Exchequer, a few days previously, which had been warmly applauded by *The Times*. The passage in the speech upon which the Dean laid chief emphasis was the following: "The English language is the richest in the world for monosyllables. There were words of one syllable each, words of salvation for this country and the whole world, and they were 'Faith, hope, love and work.'" Surely no one at that time could have guessed that these words were uttered by one who was so soon to become Prime Minister.

## EXTENSION OF THE GREAT WESTERN GOODS STATION.

Although the Chamber has from time to time to fight for the interests of the trading community in respect to the charges and accommodation of the Railway Companies, it has been possible to maintain a most friendly feeling with the officials concerned. Even when these have been unable to accede to the requests put forward, they have always endeavoured to learn the views of the Chamber thoroughly, and to treat them with sympathy. Those pleasant relations have been fully maintained during the time Mr. W. F. Wilson has occupied the position of District Goods Manager of the Great Western Railway, and the President very gladly lent the Board-room for the purpose of a presentation to him from many of the traders of the city upon his retirement in February last. The members of the Council highly appreciated the courtesy of the Directors of the Great Western Railway Company in inviting the President and a few others of their body to Paddington to see some plans and express their views with regard to certain improvements which were contemplated. They were requested not to divulge the nature of the proposals. These were announced at the Centenary Banquet by Mr. C. Bassage, the new District Goods Manager, when he replied to the toast of "The Visitors," on behalf of Mr. E. Lowther, Chief Goods Manager, G.W.R., who had to return to London. It is intended to erect a new Goods Depot and additional sidings at Temple Meads at an estimated cost of £560,000. The scheme will not only allow a great expansion of business, but a much quicker handling of goods with considerable saving of time. Naturally the announcement was received with great satisfaction. It is also gratifying to know that the Directors have so high an opinion of the value of the trade of Bristol as to lead them to make the large expenditure.

## ROYAL COLONIAL INSTITUTE.

The relations with other organisations in the city have happily been very friendly. The Council of the Bristol Branch of the Royal Colonial Institute have elected the President of the Chamber for the time being a Vice-President of their Branch.

On February 26th, 1923, Mr. Gerard E. Fox gave an address before the members of the Royal Colonial Institute (Bristol Branch) upon the Chamber of Commerce as an Empire Factor. There is no doubt that commercial intercourse between the Mother Country and the Overseas Dominions must help to foster the general good relations between the various parts of the British Empire.

## THE JOURNAL.

The Journal has been published throughout the year; but, owing to the printers' strike and other causes, there has been delay in getting some of the parts out. The publication of "Cosmo's" letters has been continued, and it is intended to complete the series as opportunity offers. These letters show in a vivid manner the condition of Bristol one hundred years ago, and eloquently appeal for improvement of the Port. Citizens of this generation may well be glad that since that time many of the abuses then complained of have been swept away, and should be grateful to the Chamber of Commerce and other influences for the good work done in the past.

## TELEPHONES.

Endeavours have again and again been made by the Chamber to get the telephonic service to Avonmouth placed upon what is considered a fairer basis. Successive Postmasters-General have been approached—so far without a satisfactory result—but efforts will not be relaxed in the matter. What the postal authorities will not see is that the whole difficulty arises through their action in placing the exchange at Avonmouth at a spot that is not even approximately the centre of the area it serves, instead of some half-mile nearer Bristol, where it would be within the limit of five miles of the city.

## POSTAL MATTERS.

Numerous questions relating to Postal Services and Charges have occupied the attention of the Council during the past twelve months, and an amelioration in conditions has resulted from the action taken.

## CHANGES IN THE COUNCIL.

During the past year the following have been elected members of the Council:—

Mr. D. Ross-Johnson (General Manager and Secretary of the Bristol Docks).
Mr. Wilberforce N. Tribe (Bristol Stock Exchange).
Mr. S. H. Palmer (Insurance).
Mr. R. G. Hervey (Banking), in place of Mr. H. Elgey, resigned.
Mr. Percy Berrill (Shipping), in place of Mr. C. Hartly Hodder, resigned.
Mr. H. B. Stone (Corn Trade), in place of Mr. H. L. E. Hosegood, resigned.
Mr. F. J. Widgery (Provision Section), in place of Mr. Edgar E. Kerslake, resigned.

## RETAIL TRADES SECTION.

It has been the policy of the Chamber of late to widen the character of its Council by the addition of gentlemen connected with certain professions and businesses which had hitherto been considered to be outside the scope of its work. In this way the Law, Accountancy, Journalism, the Stock Exchange, Banking and Insurance are represented upon the Board, and there is no question that the Council has been greatly strengthened in this way and its deliberations enriched by the experience gained in these various callings. It used generally to be considered that the interests of Retail Traders were entirely different from those of wholesale merchants and manufacturers. But that idea no longer exists. After a great many negotiations, it has been found possible to form a "Retail Trades Section" of the Bristol Chamber of Commerce. An inaugural meeting was held on Tuesday, May 29th, 1923, when by special invitation Mr. E. T. Thornton, the President of the Chamber, occupied the Chair at the beginning of the proceedings. Mr. Henry Stephens (ex-President of Grocers'

Association) was unanimously elected Chairman of the new Trade Section, Mr. W. H. Curtis (of the Bakers' Association) Vice-Chairman, and Mr. W. H. Chidgey (of the Restaurant-keepers' Association) Hon. Secretary. Mr. Stephens and Mr Ernest J. Taylor (of the Drapers' Association) were appointed to represent the Section upon the Council of the Chamber.

It is hoped that the new organisation will prove of great value to Retail Traders of Bristol as well as a source of considerable strength to the Chamber.

## RAILWAYS ACT, 1921.

Much time has been devoted by the Council and its Railways and Canals Committee to the provisions of the Railways Act, 1921, and all that they involve.

### *Exceptional Railway Rates.*

With regard to Exceptional Rates, a Joint Meeting with Railway Traffic Experts was convened, and as the outcome members were advised as to what was deemed to be the best course for them to pursue in order to safeguard their interests and the maintenance of the advantages accruing from existing Exceptional Railway Rates.

### *Local Joint Committees.*

The Council is proceeding with the setting up of a Railway and Traders' Conference representative of the Railways and Traders concerned in the Bristol area. This has only recently been precisely defined, and the constitution and functions mutually agreed.

The Conference, which will act as a conciliatory and consultative body, should, in the opinion of the Council, serve a very useful purpose. Broadly, the following will come within its purview :—

(1) Any local matters of a general character affecting traders within the area, including :—
  (*a*) The service, conditions and charges for traffic by passenger train ;
  (*b*) The service, conditions and charges for the collection and delivery of merchandise ;
  (*c*) The service, conditions and charges for traffic by merchandise train.
(2) Dock charges and facilities.

### *Other Railway Matters.*

Among the numerous other railway matters dealt with by the Council may be mentioned :—

Standard Terms and Conditions of Carriage by Rail.
Incidence of Charges for "Smalls."
Temple Meads Railway Station—Increased accommodation and facilities.
Railway Companies and Signatures for Traffic at the Docks.
Railways and Road Transport.
Improvement in various Train Services.
Traders' Season Tickets.
Breakfast and Dining Cars.
Refreshment Room at Mangotsfield Station.

In a number of instances the action of the Chamber has been successful and traders and the travelling public participate in the benefits.

## SHIPPING.

### *Overseas Trade.*

The long-established policy of endeavouring to develop direct overseas trade through the Port of Bristol has been consistently pursued and the Council's most recent efforts have been directed towards Australia, Canada, United States of America, the West Indies and South Africa.

### *Coastwise.*

Traders have been urged on every possible occasion to support with their traffic the Coastwise Steamship Services and also the Canal routes, as alternative means of transport to the railways. It is of the highest importance that the coasting vessels and canal boats should be utilized to the fullest possible extent.

## THE DOCKS.

The Council was gratified that the Bristol Docks Committee was able to accede to the request for a Bonded Warehouse at Avonmouth, and it is earnestly hoped that now the facilities thus provided are available merchants and traders will use them to the fullest extent.

Many subjects in respect of the Docks have engaged the attention of the Council, such as Dock and Wharf Charges at U.K. Ports, Harbours, Docks and Piers (Temporary Increase of Charges) Act, 1922, Delay in Discharge of Vessels and Competition from other Ports.

## CONFERENCE OF WEST OF ENGLAND CHAMBERS OF COMMERCE.

The second Conference of West of England Chambers of Commerce, so successfully inaugurated in Bristol, in 1922, was held in Bath, on Wednesday, March 14th, 1923, when representatives of twelve Chambers were present.

It was reported that the Association of British Chambers of Commerce approved and favoured the setting up of such a Conference, which was working in strict accord with the principles and policy of the Central Organisation.

The meeting agreed :—

(*a*) That an Executive Committee be formed, consisting of one representative nominated by each of the Chambers of Commerce in the West of England adhering to the Conference.

(Mr. Gerard E. Fox was subsequently elected for Bristol.)

(*b*) That the President for the time being of the Bristol Incorporated Chamber of Commerce and Shipping be President of the Conference.

Matters of common interest were brought forward for discussion and some useful work was accomplished.

The visitors were kindly entertained to luncheon and tea by the Bath Chamber of Commerce, and this hospitality was warmly appreciated.

The Gloucester Chamber invited the Conference to hold the next meeting in that City.

## ASSOCIATION OF BRITISH CHAMBERS OF COMMERCE.

Mr. J. Herbert Budgett has, under the new Constitution, been re-elected a member of the Executive Council of the Associated Chambers, and he also serves on the Home Affairs and Transport Committee.

Mr. D. Ross-Johnson, C.B.E., sits on the Transport Sub-Committee, which has done, and is doing, most valuable work.

The Council wish to place on record its cordial thanks for their services not only to the Chamber, but also to the commercial community generally.

The Bristol Chamber has been represented at the Annual and Quarterly General Meetings of the Central Body.

## CANALS AND INLAND WATERWAYS.

In August, 1922, the President convened a Special Meeting of the Council as the outcome of a Joint Conference, representative of the Bristol Employment Committee, the Bristol

Docks Committee, and the Bristol Chamber of Commerce, held on the 16th August, 1922, when the following resolution was unanimously adopted :—

> "That this Conference is of the opinion that the Scheme outlined to ensure canal accommodation for the passage of 100-ton vessels between Sharpness and Birmingham would be of great value to the industrial community of the Midlands and of the Bristol Channel area, and amongst other things would afford one practical means of relieving and preventing unemployment.
>
> This Conference, therefore, recommends the Bristol Corporation, Bristol Chamber of Commerce, and the Bristol Local Employment Committee to express approval of the scheme, and to appoint representatives to attend any further joint conferences that may be called, between the various interests concerned, with a view to furthering same."

The President having explained in detail the plans for the improvement of the Canal from Worcester to Birmingham, a full and interesting discussion ensued, and it was resolved :—

> "That the Council of the Bristol Incorporated Chamber of Commerce and Shipping are of the opinion that the scheme outlined to ensure canal accommodation for the passage of 100-ton vessels between Sharpness and Birmingham would be of great value to the industrial community of the Midlands and of the Bristol Channel area, and amongst other things would afford one practical means of relieving and preventing unemployment."

Subsequently the President reported to the Council that he had officially taken part in a trip of inspection down the Severn waterway from Worcester to Sharpness.

The Council is keeping in close touch with the National Council for Inland Waterways somewhat recently instituted.

## SWING BRIDGE—CUMBERLAND BASIN.

The Sanitary and Improvement Committee of the City Council received a deputation from the Chamber (Messrs. E. T. Thornton, President, Mr. Gerard E. Fox and Mr. T. Hosegood Davies) on December 21st, 1922, on the subject of the imperative need of widening the single-track Swing Bridge at Cumberland Basin.

The case submitted on behalf of the Chamber, and the manner of its presentation, met with a gratifying reception, and the Deputation was impressed with the fact that the Sanitary and Improvement Committee was fully alive to the inadequacy of the present bridge to meet the traffic demands made upon it and the urgent necessity for improvement.

## RATING OF MACHINERY.

Strong support was given by the Council to the Rating of Machinery Bill, to amend the law relating to the Rating of hereditaments containing machinery, and the Members of Parliament for the City have been most attentive to the representations made to them from time to time.

The Bristol Chamber has for many years consistently contended that amendment of the law in this respect was urgently needed in the interests of trade and commerce.

The Bill was committed to a Standing Committee, May 11th, 1923.

## PUBLICITY AND DEVELOPMENT BUREAU FOR BRISTOL.

Joint meetings have been held with the Rotary Club of Bristol in connection with proposals for the establishment of a Publicity and Development Bureau for Bristol, and at the present time a further conference is pending.

## TAXATION.

With regard to the Finance Bill, 1923, the Council reaffirmed former decisions and urged the desirability of the abolition of the Corporation Profits Tax, and of Co-operative Societies being assessed on their trading surplus ; also that there should be curtailment of national expenditure and reduction of taxation.

On April 10th, 1923, a very well attended meeting of Manufacturers, Merchants and Traders was held (by kind permission of the President) at the Bristol Commercial Rooms and Exchange, under the auspices of the Chamber and the Bristol Branch of the Federation of British Industries.

By special request, Mr. Clare Smith presented the case on behalf of the Mercantile and Maritime community, which he did in a most able and lucidly convincing manner, and the following resolution was carried by acclamation :—

> (1) "That this Meeting of Bristol Manufacturers and Merchants held at the Commercial Rooms and convened under the joint auspices of the Bristol Incorporated Chamber of Commerce and Shipping and the local branch of the Federation of British Industries, urges upon the Government the absolute necessity of immediate relief in taxation, believing that a reduction of 1/- in the £ on the Income Tax and the abolition of the Corporation Profits Tax are essential to stimulate trade.
>
> (2) "That a copy of this resolution be forwarded to the Prime Minister, the Chancellor of the Exchequer, and to the local Members of Parliament."

Other cognate subjects that have been dealt with embrace Excess Profits Tax, Taxation of Mechanically Propelled Vehicles, and the Simplification of Income Tax Forms.

## GOVERNMENT TRADING.

The attention of the Council having been drawn to the great losses which had been incurred by various ventures under Government Trading and the unfair position in which ordinary traders were placed in attempting to meet such competition, it was agreed to ask the Members of Parliament for Bristol to support the application for the re-appointment of the Select Committee on Government Trading whose appointment was cancelled by the dissolution of Parliament.

## MUNICIPAL FRANCHISE.

Support was given to a Bill to confer the municipal franchise upon mercantile corporations and companies.

## LLOYD'S REGISTER OF SHIPPING.

Mr. C. Gathorne Hill was re-elected by the Council to serve on the Committee of Lloyd's Register of Shipping as the representative of Bristol—an important position, which he has held for some years past.

Subsequently Mr. Gathorne Hill expressed a wish to resign on account of the ever-increasing pressure of engagements, and his son, Mr. Charles Loraine Hill, was elected in his stead.

## SECOND "BRISTOL FIRST" EXHIBITION.

The Rotary Club of Bristol, which is responsible for the organisation of this enterprise, has offered the Chamber, and the Council readily accepted, a Committee Room, suitably furnished, for the reception of Members and visitors, or to be

utilized in any other way deemed most advisable for the promotion of the trade and commerce of the City and Port.

The Exhibition is to be held in the autumn of the current year.

## DELEGATION FROM VANCOUVER.

The Chamber received a visit from a Delegation from the Vancouver Board of Trade representative of the industrial and commercial interests of British Columbia, when the following programme was arranged for their entertainment :—

*Friday, May 25th,* 1923.

12.2 p.m. Members of the Delegation arrived at Temple Meads Station, and proceeded to the Royal Hotel, College Green.

1.0 p.m. Took Luncheon with the President and Council of the Bristol Chamber of Commerce.

2.30 p.m. Visited Messrs. J. S. Fry & Sons, Ltd., and inspected their Chocolate and Cocoa Factories, their Athletic Grounds, where tea was served, and afterwards went by road to their New Factories now in course of construction at Keynsham.

*Saturday, May 26th,* 1923.

9.15 a.m. Left the Royal Hotel in charabancs for Avonmouth and inspected the Docks.

12.15 p.m. Luncheon at the invitation of the Chairman and Members of the Bristol Docks Committee.

2.30 p.m. Visited the Red Lodge and had tea, at the invitation of the President and members of the Bristol Savages.

The Council cordially thanked Messrs. J. S. Fry & Sons, Ltd., the Bristol Docks Committee, Alderman J. Fuller Eberle and the President and members of the Bristol Savages for their co-operation and the hospitality they extended to the Chamber's guests.

## REPRESENTATIVES OF THE CHAMBER.

The under-mentioned have been appointed to represent the Chamber on different bodies :—

MR. GERARD E. FOX
on the Executive of the Conference of West of England Chambers of Commerce.

MR. E. T. THORNTON
on the Tuberculosis Voluntary Care Committee for the City and County of Bristol.

MR. G. B. SHIPWAY
on the Boys' Week Committee organised by the Boys' Welfare Committee of the Rotary Club of Bristol.

## FINANCES.

Appended to this Report is a copy of the audited and certified statement of Income and Expenditure for the year ended March 31st, 1923.

This shows a credit balance of £47 17s. 5d., as compared with a deficit of £66 16s. 5d. for the previous twelve months.

The Council considers the financial position of the Chamber thus disclosed to be satisfactory.

E. T. THORNTON, *President.*
T. HOSEGOOD DAVIES, CHARLES E. BARRY, } *Vice-Presidents.*
W. J. HILLIAR, *Secretary.*

Bristol, June 20th, 1923.

## OBITUARY.

MR. SAMUEL C. HOSEGOOD, J.P.

SIR ALBERT K. ROLLIT, D.C.L., LL.D.
(President, Association of Chambers of Commerce, 1892-1896).

SIR ALBERT HOBSON, LL.D., J.P.
(President, Association of British Chambers of Commerce, 1920-21).

Telephone: No. 3644 (2 lines). Telegrams: "Wickham, 3645 Bristol."

**Wickham & Norris Ltd.**

TIMBER MERCHANTS,

**Wapping Dock, BRISTOL.**

WATERSIDE & RAILSIDE PREMISES.

WELL-EQUIPPED ELECTRICALLY DRIVEN
SAWING AND PLANING MILL.
THREE DRYING KILNS.

*MAKERS OF*

**High-class Mouldings,**
**Floorings and Matchings.**

**RELIABLE WOOD-BLOCK FLOORINGS**

ESTABLISHED 1840.

# THE BRISTOL INCORPORATED CHAMBER OF COMMERCE AND SHIPPING.

## Dr. STATEMENT OF INCOME AND EXPENDITURE FOR THE YEAR ENDED 31ST MARCH, 1923. Cr.

### EXPENDITURE.

| | £ s. d. | £ s. d. |
|---|---|---|
| To Salaries, Wages and Commission | 1,117 1 0 | |
| ,, Rent and Rates | 157 0 6 | |
| ,, Insurance | 1 10 2 | |
| ,, Telephone | 27 19 2 | |
| ,, Cleaning, Warming and Lighting | 77 3 7 | |
| ,, Postages and Telegrams | 40 18 3 | |
| ,, Printing, Stationery and Advertising | 153 17 0 | |
| ,, General Office Disbursements | 24 12 2 | |
| ,, Newspapers and Magazines £7 16 0 | | |
| ,, Books and Parliamentary Papers 13 15 11 | | |
| | 21 11 11 | |
| | | 1,621 13 9 |
| ,, SUBSCRIPTIONS PAID :— | | |
| Associated Chambers of Commerce | 77 5 0 | |
| British Imperial Council of Commerce | 3 3 0 | |
| London Chamber of Commerce | 2 2 0 | |
| Bristol Commercial Rooms and Exchange | 3 3 0 | |
| | | 85 13 0 |
| ,, DONATIONS PAID :— | | |
| Bristol Incorporated Law Society | 3 3 0 | |
| Railway Rates Tribunal | 10 0 0 | |
| Christ Church with St. Ewen | 5 5 0 | |
| | | 18 8 0 |
| ,, Statistics of the Port | | 7 15 0 |
| ,, Auditors' Fee | | 5 5 0 |
| ,, Travelling Expenses | | 44 19 7 |
| ,, Bristol School of Commerce: Prizes | | 5 5 0 |
| ,, Contribution towards Centenary Banquet | | 54 17 10 |
| ,, BALANCE, being excess of Income over Expenditure for year ended 31st March, 1923 | | 47 17 5 |
| | | £1,891 14 7 |

### INCOME.

| | £ s. d. | £ s. d. |
|---|---|---|
| By SUBSCRIPTIONS RECEIVED :— | | |
| 1 at £1 1s. 0d. | 1 1 0 | |
| 83 at £2 2s. 0d. | 174 6 0 | |
| 302 at £3 3s. 0d. | 951 6 0 | |
| 4 at £4 4s. 0d. | 16 16 0 | |
| 24 at £5 5s. 0d. | 126 0 0 | |
| 1 at £26 5s. 0d. | 26 5 0 | |
| | | 1,295 14 0 |
| ,, FEES RECEIVED FOR OFFICE ACCOMMODATION AND SERVICES :— | | |
| Bristol Pharmaceutical Committee, Bristol and District Grocers and Provision Dealers Association, Incorporated Bristol Channel Timber Importers' Association, Bristol Association of Building Trades Employers | | 350 0 0 |
| ,, DONATIONS RECEIVED :— | | |
| Society of Merchant Venturers | 50 0 0 | |
| General, including contributions in connection with Monthly Journal | 188 9 0 | |
| | | 238 9 0 |
| ,, INTEREST ON DEPOSIT ACCOUNT | | 7 11 7 |
| | | £1,891 14 7 |
| SURPLUS AS AT 31ST MARCH, 1922 | | 341 5 6 |
| To which must be added the excess of Income over Expenditure for the year ended 31st March, 1923 | | 47 17 5 |
| SURPLUS AS AT 31ST MARCH, 1923 | | £389 2 11 |

*We have audited the above Account and find it to be correct and in accordance with the books.*

HUDSON SMITH, BRIGGS & CO.,
*Chartered Accountants.*

Bristol, 25th June, 1923.



"Transport *counts*—use Bristol Lines."

# MONTHLY MEETING OF THE COUNCIL.

## THE RAILWAYS ACT— FORMATION OF LOCAL JOINT COMMITTEE.

The President (Mr. E. T. Thornton) presided over the monthly meeting of the Council of the Bristol Chamber of Commerce, held on Wednesday, June 20th, 1923, when he was supported by Messrs. H. R. W. Bamberger, Charles E. Barry, Gerard E. Fox, George E. Gedye (canned goods trade section), R. G. Hervey, C. L. Hill, Sir Sidney Humphries, Messrs. G. Palliser Martin, Clare Smith, Egbert Spear, Hy. Stephens (retail trades section), H. B. Stone, Ald. H. W. Twiggs, Messrs. F. O. Wills, Norman Wills (paint trade section), and W. J. Hilliar (secretary).

### Welcome to New Members.

The President, in the name of the Council, gave a very cordial welcome to Mr. H. B. Stone and Mr. Henry Stephens, who were attending the first meeting since their election, as representatives of the Grain trade and the Retail trades section respectively.

Mr. Stone and Mr. Stephens made suitable acknowledgment, the latter adding that he hoped and believed the newly constituted retail trades section would develop into a useful auxiliary to the Council and Chamber generally.

### Vancouver Delegation.

A letter was read from the Canadian Chamber of Commerce in London thanking the Bristol Chamber for the entertainment and hospitality extended to the members of the official delegation from the Vancouver Board of Trade, on the occasion of their visit to the city on May 25th and 26th last.

The communication concluded by stating that the object of the visit was to extend trade relations between British Columbia and the West of England through the port of Bristol, and the delegation were satisfied that during their stay good work had been accomplished to that end, and they were convinced that developments would take place in the not distant future.

The Council unanimously resolved to place on record their appreciation of the co-operation of the Bristol Docks Committee, Messrs. J. S. Fry & Sons, Ltd., Alderman J. Fuller Eberle, and the president (Mr. A. J. Heaney) and members of the Bristol Savages, all of whom received and generously entertained the Chamber's guests.

### Lloyd's Register of Shipping.

Mr. C. Gathorne Hill, having expressed his wish to resign from the position of representative of Bristol on the Committee of Lloyd's Register of Shipping, solely on the grounds of pressure of numerous other engagements, the Council unanimously elected his son, Mr. Charles Loraine Hill, to fill the office.

### Railways Act, 1921.

It was reported that definite agreement had now been reached as to the constitution and functions of local joint committees. Each area committee is to be drawn from two panels, constituted as follows: (a) A Traders' Panel, consisting of representatives of trading and agricultural interests in the area covered by the committee; (b) A Railway Panel, consisting of railway representatives of the Railway Companies serving the area covered by the conference.

Broadly, the subjects which may be taken into consideration are:—

(1). Any local matters of a general character affecting traders within the area, including:
  (a) the service, conditions, and charges for traffic by passenger train;
  (b) the service, conditions, and charges for the collection and delivery of merchandise;
  (c) the service, conditions, and charges for traffic by merchandise train.
(2) Dock charges and facilities.

The President explained that a considerable amount of preliminary work had been done by the Railways and Canals Committee of the Council, to whose charge this matter had been remitted, and they hoped to complete their organisation at an early date.

### Exceptional Railway Rates.

Mr. H. B. Stone raised the question of Exceptional Railway Rates and their relation to the grain trade of the port.

The Council requested their Railways and Canals Committee, who had the subject under their care, to take the points at issue into their consideration.

### Associated Chambers of Commerce.

The President, Officers, and Mr. J. Herbert Budgett were asked to represent Bristol at the quarterly meeting of the Association of British Chambers of Commerce, to be held in London on July 5th, 1923. They were also to decide whether any resolutions should be submitted for inclusion in the agenda.

### Avonmouth and Shirehampton Telephone Exchange.

It was agreed to approach the Bristol City Council, through the Docks Committee, who were the largest users of the telephone service with Avonmouth, seeking their support to the Chamber's representations for the removal of the existing anomaly, whereby subscribers are mulcted in an unnecessarily high fee for calls to Avonmouth.

### Trade with South Africa.

The Council acceded to the joint application of certain trade sections interested in the South African markets by giving the necessary authority for the formation of a South African Trade Section of the Chamber.

### Annual Meeting.

The President reported that arrangements had been made for the annual general meeting of members, to be held in the Hall of the Society of Merchant Venturers (by kind permission of the Master), on Monday, July 9th, 1923, at 2.15 p.m., when the Lord Mayor (Councillor Alfred Dowling) will preside.

The Council had before them the draft annual report, and, upon the proposition of the President, seconded by Mr. Charles E. Barry (vice-president), it was resolved: "That the annual report as now amended be and is hereby approved, and that instructions be given for it to be circulated to the members through the medium of the Monthly Journal prior to the meeting."

### New Members.

The following were elected subscribing members, upon the motion of the President:—Mr. Harry Rossiter, Marlborough House, Richmond Hill Avenue, Clifton, Bristol, and Messrs. Steemkleen Ltd., College Green, Bristol (Mr. George Collinson director).

# THE PORT OF BRISTOL.

Canadian Store Cattle shipments—from which the embargo of 30 years' standing was removed last April—have commenced to Bristol by the s.s. "Cabotia," recently arrived at Avonmouth, direct from Montreal, with nearly 100 cattle on board. Although the quantity is not large it is at least a start, and the shippers of the cattle state that *provided reasonably fair prices are offered, regular weekly supplies will be ordered to Avonmouth.*

. . . . . .

It is well-known that this Port is more favourably adjacent than any other to the grazing areas not only of the West, but of the Eastern and Midland Counties. As the accommodation and facilities at Avonmouth provide for over 1,000 head per voyage, it is "up to" the dealers, graziers, and butchers, to see to it that this small first shipment into the Bristol Channel is merely an advance guard or "spear-head" to a substantial trade that shall follow.

. . . . . .

Among the advertisements in this issue will be found one referring to the Docks and the fruit trade. During the season at the City Docks large quantities of oranges and lemons, onions, etc., are regularly received from Mediterranean ports and sold by auction to visiting buyers drawn from a radius of 100 miles or thereabouts. During the year ended the 30th April, 1923, 423,515 cases of oranges and lemons were received which compared with 361,963 cases during the previous year; also in the first-named period 120,602 cases of onions passed through the City Docks and this compared with 72,342 cases in the previous year.

. . . . . .

At Avonmouth Docks, chief among the green fruit traffic are bananas and apples. The Port of Bristol is one of the U.K. terminal ports for Messrs. Elders & Fyffes' Central American and West Indian steamers, and their distribution extends over the whole of the South of England, including London, and pushing far up through the Midland counties. During the year ended 30th April last nearly 4,000,000 bunches of bananas were received at Avonmouth, maintaining the steady advance which has been in progress since this particular trade was inaugurated just 20 years ago. The steamers arrive with absolute punctuality every week from Central American and West Indian ports. An average cargo is about 70,000 bunches and mechanical electrical elevators, and delivery appliances of capacity ranging up to 10,000 bunches per hour afford the high degree of despatch which is essential to the necessarily punctilious time-table which these vessels have to observe. Incidentally the steamers have accommodation for about 120 passengers, and are at present the chief users of the Passenger Station at the Royal Edward Dock, and are mail carriers as well.




R.M.S. "Coronado" in the Entrance Lock, Royal Edward Dock, disembarking Passengers.

## Editorial Notices.

*The Bath Chamber of Commerce accepts no responsibility for the opinions expressed in articles and letters appearing in this Journal. Official information and Reports of Meetings, etc., are prepared with as much care as possible, but the Chamber accepts no responsibility for any error.*

*The Editor will be pleased to consider short articles or letters on subjects of general trade and industrial interest, and insert them, if possible.*

*Inquiries for advertisement spaces should be addressed to the Bath Chamber of Commerce.*

## Chamber Notices.

*Offices :*—3 *Wood Street, Queen Square, Bath.*
*Office Hours :*—9.30 *to* 5 *p.m.* (*Saturdays*, 9 *a.m. to* 12 *noon*).
*Telephone :*—876 *Bath.*

*The Chamber issues Certificates of Origin for all countries where required. Also Identity Certificates and Certificates for Export of Samples.*

*Members desiring information on any commercial matter are invited to communicate with the Secretary.*

## Membership.

*The Secretary will be pleased to furnish particulars on application.*

## Meetings.

*In addition to the Annual General Meeting in January, General Meetings of the Chamber are held in February, March, April, May, June, September, October, November and December*

## General Purposes Committee.

*The General Purposes Committee meet on the third Friday in each month or oftener, if necessary, at the Offices of the Chamber, 3 Wood Street, Queen Square, Bath.*

———:o:———

# MONTHLY MEETING.

### Automatic Machines for the Sale of Stamps. Twopenny Receipt Stamps.

The monthly meeting of the Bath Chamber of Commerce was held at the Guildhall on Monday, May 28th, the President (Mr. E. P. Mallory) in the Chair. There was a good attendance,

At the outset of the meeting an address was given by Mr. W. H. Kirkham on impressions gleaned by him as canvasser for the Chamber's fund in connection with the advertising of the city, and suggestions made to him by subscribers and others whom he had interviewed were considered.

Mr. Kirkham was thanked for his remarks, and a discussion followed.

### The Re-assessment.

Mr. Douglas R. Hatt, junior vice-chairman, dealt with a resolution passed at a recent meeting of the General Purposes Committee of the Chamber, " That the Government be asked to adopt a uniform basis of valuation for purposes local or Imperial, under one local valuation authority."

The Secretary stated he had received considerable correspondence from London on points dealing with the re-assessment of property, and would be pleased to give any information to members of the Chamber who would like to consult him on the matter.

Mr. E. J. White urged that property-owners and others should always consult the Commissioners of Inland Revenue when in doubt as to their assessment.

Mr. H. L. S. Macdonald said he believed that if owners and others would help the authorities in giving information, the authorities would always do their best to help them in return.

### Local Postal Matters.

The Secretary reported various information on local posting facilities which had recently come under his notice.

Mr. John Hatton suggested that the local Postal Authorities be approached with the hope that they could see their way clear to instal some automatic machines in the city for the supply of postage stamps, as much inconvenience was felt by visitors and residents being unable to obtain stamps after the closing hours of the local post offices.

### Receipt Stamps.

Mr. F. R. Clark hoped the Chamber would give its attention to the possibility of a concession in the matter of the 2d. stamp on receipts above £2. He considered that a penny stamp should be sufficient up to £10.

Reference was made to the visit of the delegates of the Vancouver Board of Trade to Bath on Sunday, May 27th, on which occasion the Chamber was represented by the Secretary.

The President gave some impressions of the annual meeting of the Association of British Chambers of Commerce, and emphasized the value of the work which it did for the business community of the country.

———:o:———

# VISITORS FROM CANADA.

### Vancouver Trade Delegation in Bath. Mayor's Guests at Luncheon.

Bath was visited on Sunday, May 27th, by the delegates of the Vancouver Board of Trade, who are now touring Great Britain. The party comprises about 25 delegates, including Mr. J. B. Thomson, the President. In addition, a number of ladies are accompanying the delegates. Their itinerary of the British Isles commenced on May 22nd with a visit to Windsor Castle. On Empire Day the delegates were welcomed at a banquet at the Hotel Cecil as the guests of the Canadian Chamber of Commerce and the Canadian Club of Great Britain. Lord Birkenhead was in the Chair. The itinerary of the party comprises Bristol, Leicester, Birmingham, Northampton, Liverpool, Edinburgh, Newcastle, Hull, Manchester, Sheffield and Nottingham.

The Bath visit was not included in the original programme, but the delegates took the opportunity afforded by their trip to Bristol to enjoy a brief excursion to our city. They motored over to Bath on Sunday morning, arriving at 10.30. The party were met on arrival by Councillor A. J. Sims, the Town Clerk (Mr. J. B. Ogden), the director of the baths (Mr. John Hatton), the baths architect (Mr. A. J. Taylor), and Mr. H. Brice Mundy (the Secretary of the Bath Chamber of Commerce). They inspected the modern bathing establishments under the guidance of Mr. Hatton, and were greatly impressed by their extent and the completeness of their equipment. Mr. Taylor showed them over the Roman Baths.

The party were afterwards the guests of the Mayor (Alderman Cedric Chivers) at luncheon at the Grand Pump Room Hotel. The Mayoress (Madame Sarah Grand) was also one of the party. There was no toast list, but, after lunch, Mr. Thomson voiced the thanks of the delegates to his Worship for his hospitality. He remarked that although their visit to this country was a purely business one, designed to further trade relations within the Empire, they had greatly enjoyed the privilege of visiting so old-world a city as Bath. This experience was specially interesting to visitors like themselves, who came from an entirely new country. They had been much pleased with their impressions of the West of England scenery which was " just like one large garden."

## Chamber and other Notices.

*Office :*—40 *Fore Street.*

*Office Hours :*—10 *a.m. to* 5 *p.m. Wednesdays to* 1 *p.m.*

*Telephone :*—115.

*Commercial Publications :—Books of Reference, Board of Trade and Consular Reports, etc., are at the service of the members and may be seen at the Secretary's Office.*

*The Secretary will be pleased to answer Railway, Postal, Fiscal and other enquiries on commercial matters, or will obtain special information from Government Departments, Consuls abroad, etc.*

*The Commercial interests and prosperity of Trowbridge and district are the Chamber's chief concern.*

*The Chamber issues Certificates of Origin for all countries where required.*

*Meetings :—The Council meets at the Town Hall, on the last Monday in each month. The Chamber meets quarterly, notice of which is sent to members.*

———:o:———

## EMPIRE ECONOMIC CONFERENCE.

The Executive Council decided that the question of preparing proposals which it might be thought desirable to submit with a view to their inclusion upon the Agenda for the forthcoming Empire Economic Conference should be left in the hands of the President's Advisory Committee.

———:o:———

## RULES FOR OVERSEAS TRADE DEVELOPMENT.

SIXTEEN SOUND BUSINESS MAXIMS.

1. Do not try too many markets at once.
2. A careful study of local conditions and the special needs of a new market can best be made through personal visits of the heads or directors of exporting firms ; nothing can be done without thorough study.
3. Give up old usages of the trade, if necessary ; energy and a spirit of enterprise are needed for the conquest of new markets.
4. Wherever necessary, travelling men and permanent agents of proven ability, technical and commercial, should be appointed, and their pay should be sufficient to enable them to live in suitable style.
5. Each customer should be studied and attended to individually ; you must expect to be studied just as thoroughly by the other side.
6. Adopt the point of view that orders are generally placed where quality and price best correspond with the buyer's needs ; the name and the nationality of the seller are matters of secondary consideration.
7. Grant liberal credit according to local conditions and be ready to meet the customer's wishes in everything, as far as your own interests will permit. Always think of the customer's convenience, never of your own.
8. It is important, above all, to make the dealer acquainted with your wares and their superiority over other similar goods. In trying to introduce your wares do not be offended if the order is small, but look forward to an expansion of the trade later on.
9. Be scrupulously conscientious in maintaining the quality of your goods, and always ship goods of the same quality under the same mark.
10. Give proper consideration to changes in the wants and the taste of the public and see that your establishment can speedily be adapted to the new needs.
11. Novelties are always attractive ; the slightest improvement of a given model gives the manufacturer of the new model a big advantage over his competitors, particularly if advertised properly.
12. It is fundamentally wrong to withdraw if profits do not appear immediately. The introduction of new articles requires intelligence, patience, perseverance, and money ; only the man who possesses these qualifications, and is not a niggard, will succeed.
13. On the other hand, it is altogether useless to attempt even with the best intentions, to force a certain ware upon the market merely because you are making it and consider it suitable for the market.
14. See that delivery is made as promptly as possible, and that all promises are kept punctiliously.
15. Give the greatest attention to both inside and outside packing of the goods.
16. Investigate the prevailing methods of advertising through catalogues and newspapers and try to improve them.

*The Men's Wear Organiser.*

Monthly Journal of the
BRISTOL & WEST OF ENGLAND
Chambers of Commerce.

———:o:———

**SPECIAL NOTICE.**

This Journal is sent **post free** to every leading British Chamber of Commerce in the United Kingdom and overseas, to all the principal British consuls, public officials, and a selected list of buyers.

Manufacturers and merchants who desire to include their industries in the publicity portion of the Journal can obtain full details as to rates, etc., on application to

ADVERTISEMENT MANAGER,

BRISTOL INCORPORATED CHAMBER OF COMMERCE AND SHIPPING, GUILDHALL, SMALL STREET, BRISTOL.

BATH CHAMBER OF COMMERCE, 3 WOOD STREET, BATH.

TROWBRIDGE AND DISTRICT CHAMBER OF COMMERCE, TROWBRIDGE.

*Don't Send the Mountain to Mahomet—*
*Let Mahomet Come to the Mountain.*

# OUR MOBILE WELDING PLANTS

ARE ALWAYS IN COMMISSION.

**Quasi-Arc Electric System and Oxy-Acetylene.**

# ANY REPAIR OR BREAKDOWN JOB

## Instantly Attended to on the Spot

BY OUR FLYING SQUAD OF EXPERTS.

*Wire* **BRABY, BRISTOL,** *or Phone* **No. 946**

*WE WILL DO THE REST.*

**Note.**—This Service is proving of special value to Steamship Companies sailing into Bristol.

# F. BRABY & CO., LTD.

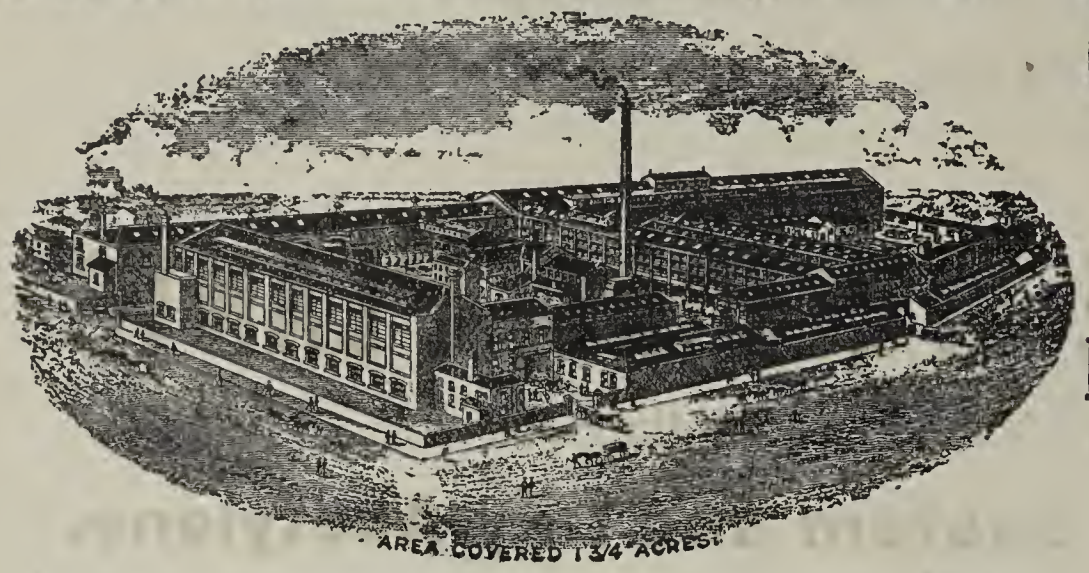
ASHTON GATE WORKS,

**BRISTOL.**

ALSO WORKS AT

**LONDON, DEPTFORD, LIVERPOOL, GLASGOW, FALKIRK.**

## Parker Brothers Limited, Bristol




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# SOLE LEATHER

GUARANTEED FREE
FROM ADULTERATION

**Butts Bends Shoulders**
**Bellies**
**Belly Grains**

## P. & S. EVANS & Co., Ltd.,

AVONSIDE TANNERY,
BRISTOL.

ESTABLISHED 1808.

13 HIGHEST AWARDS.

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CODE—
A B C 5TH EDITION.

*SPECIALTIES—*
HIGH-GRADE BENDS, SHOULDERS & BELLIES.

## CATTYBROOK BRICK CO. Ltd.

Tele{phone—**54** Bristol.
grams—Cattybrook, Bristol.

**Provident Buildings, 15 Clare Street, BRISTOL.**

**Manufacturers of Light, Dark and Plum RED FACING and MOULDED Bricks.**

**Blue** and **Buff** Bricks for Facing and Paving.

Brindle and Red **Vitrified** Bricks for Engineering, Hydraulic and Acid Works. Crushing weight over 600 tons per square ft.

**9″, 6″** and **4″ Red Flooring Quarries** and **Adamantine Tiles,** of exceptional colour and quality.

**Fire Bricks and Clay, Boiler Seatings, Flue Covers, Slabs, etc. etc.**

*Analysis of Fireclay.*

| | | |
|---|---|---|
| Silica ($SiO_2$) | 60.54 | per cent. |
| Titanic Oxide ($TiO_2$) | 1.39 | ,, |
| Alumina ($Al_2O_3$) | 20.35 | ,, |
| Ferric Oxide ($Fe_2O_3$) | 5.00 | ,, |
| Magnesia (MgO) | 0.72 | ,, |
| Lime (CaO) | 0.44 | ,, |
| Potash ($K_2O$) | 1.66 | ,, |
| Soda ($Na_2O$) | 0.52 | ,, |
| Loss when calcined over 109° C. | 8.90 | ,, |
| | 99.52 | |

# G. W. R.

The

# Great Western Railway

affords direct communication for the conveyance of passengers and merchandise between Bristol City, Bristol Docks, Avonmouth Docks, Portishead Docks, and all parts of England, Scotland, Wales, Ireland and the Continent.

## G.W.R. FACILITIES AT BRISTOL.

The train services are unequalled, the Corridor Restaurant Car Expresses providing all that can be desired in the way of convenience, comfort and speed.

Excellent and frequent services are provided, LONDON being reached in 2 hours, BIRMINGHAM via the direct Cheltenham and Stratford route in 2¼ hours, CARDIFF in 1¼ hours, and PLYMOUTH in 3 hours.

Express Trains are also run to LIVERPOOL, MANCHESTER, LANCASHIRE AND YORKSHIRE DISTRICTS and SCOTLAND by the direct route via Severn Tunnel and Crewe, and to SOUTH COAST PORTS via Salisbury.

## "OCEAN" EXPRESSES.

The Great Western "Ocean" Expresses add greatly to the natural advantages of the Port. They run alongside the Liners at Avonmouth, and passengers by the Transatlantic steamers will find their every convenience studied.

## SERVICES TO AND FROM IRELAND.

Bristol and its environs communicate with Ireland by the direct "short-sea" route via Fishguard, G.W.R. This is the shortest sea passage, and the magnificent turbine steamers sail daily, in each direction, the crossing occupying three and a quarter hours. A service is also afforded between Fishguard and Waterford, sailing from Fishguard on Mondays, Wednesdays, and Fridays, and from Waterford on Tuesdays, Thursdays and Saturdays.

## "THE HOLIDAY LINE."

No other line provides such a choice for the holiday maker. The Great Western territory embraces every variety of climate, from the balmy air of the Cornish Riviera and the Channel Islands to the cool and bracing atmosphere of North Devon and the Cambrian Coast.

The beauty spots of "Glorious Devon" and its moorlands; the rugged grandeur of Wales; the charming scenery and wonderful flora of Jersey and Guernsey; the famous spas of Bath, Cheltenham, Leamington, Malvern and Droitwich; the historical associations of Shakespeareland and the ancient Cathedral Cities; the beautiful silver reaches of the Thames, the Severn, the Wye, the Dart and the Fal, need no recommendation to those who have once come under their spell of fascination.

## INTERESTING EXCURSIONS.

Excursion trains, at cheap fares, are frequently running by G.W.R. from Bristol to London and other large centres; also to places of interest in the surrounding neighbourhood. PLEASURE PARTIES are specially catered for.

## FAST FREIGHT TRAINS.

Bristol's service of Goods or Freight Expresses by G.W.R. ensures that all merchandise entrusted to the Company's care is delivered promptly.

## PARCEL TRAFFIC.

Parcel traffic is another branch of the Great Western service to which special attention is devoted. Parcels are conveyed by fast passenger trains and by special trains run exclusively for this class of traffic, and the service of collection and delivery is provided within the usual limits.

## TRUNK LINES OF G.W.R. IN DIRECT CONNECTION WITH ALL BRISTOL DOCKS.

The Great Western Railway deals with cargo direct to and from ship's side at Bristol City Docks; also to and from ship's side at Avonmouth and Portishead Docks over the Bristol Docks Committee's Rails.

## SITES FOR WORKS.

A valuable service is rendered to manufacturers by the Great Western Railway in connection with sites for Works adjoining the line. A register of sites is kept by the Chief Goods Manager at Paddington Station, which traders would do well to consult. Every effort is made to render this register as complete and up-to-date as possible, and owners of land and estate agents are invited to co-operate in this task by sending particulars of suitable sites.

**FOR FULL INFORMATION APPLY—**

**To the Company's Bristol Representatives:**

**Passenger or Parcel Services:**
**The Divisional Superintendent, G.W.R., Temple Meads Station, Bristol.**

**Freight Services:**
**The District Goods Manager, G.W.R., Temple Meads Station, Bristol.**

**Paddington Station,**
**London, W.2.**

**FELIX J. C. POLE,**
General Manager.

# G. W. R.

**"Study ECONOMY and ship via BRISTOL."**

# THE UNITED ALKALI CO. LTD.

## Netham Works, BRISTOL.

THE UNITED ALKALI Co LIMITED
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**MANUFACTURERS OF**

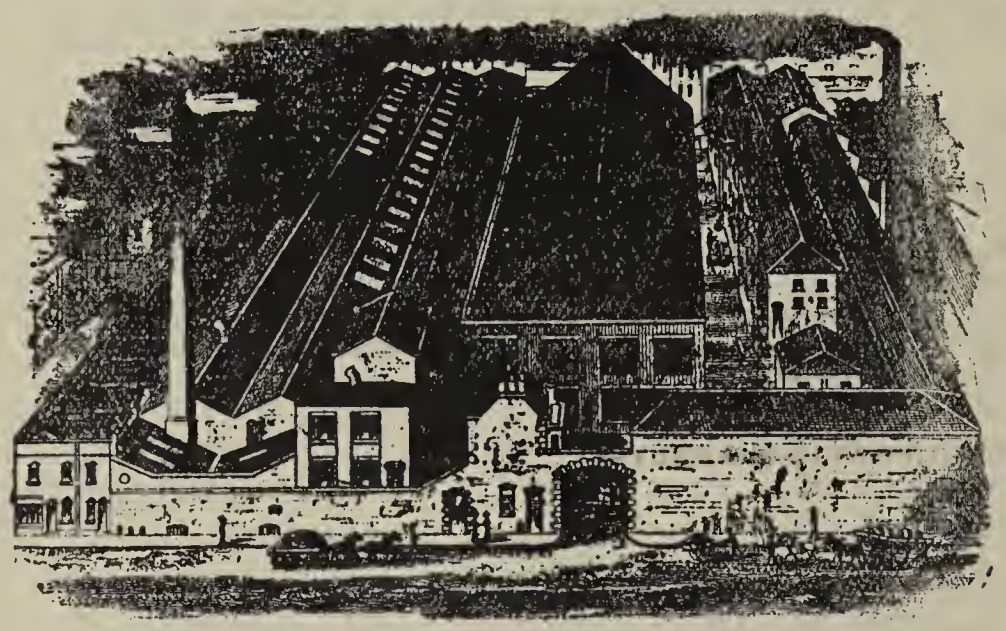
Acetic Acid.
Acetic Anhydride.
Aluminium Chloride (Anhydrous).
Ammonia Alkali.
Ammonium Carbonate.
,, Muriate.
,, Sulphate.
,, Chloride.
(large and small crystals)
Bicarbonate of Soda.
Bleaching Powder.
Caustic Potash.
,, Soda.
Chlorates of Potash & Soda.
Chloride of Magnesium.
Chloroform.
Chloros (Liquid Disinfectant).
Chlorsulphonic Acid.
Duroprene
(Insulating & Protective Paint).
Formic Acid.
Hydrochloric Acid.
Liquid Chlorine.
Nitric Acid.
Salammoniac.
Salicylic Acid.
Soda Crystals.
Sodium Hyposulphite.
,, Sulphite.
Sulphate of Copper.
Sulphate of Soda or Saltcake.
Sulphide of Sodium.
Sulphur.
Sulphuric Acid.
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**Head Office - - CUNARD BUILDING, LIVERPOOL.**



# STEPHENS BROS. & MARTIN,

## St. Philip's Hemp & Flax Mills, BRISTOL.



*Manufacturers of every description of*

**HEMP & FLAX LINE & TOW**

Also Jute Yarns, Seaming, Roping, Sewing and Packing Twines, Brushmakers' Thrums & Shoe Threads, Canvas, Tarpaulins, Sackings, Coaling Sacks, Coal Sacks and Bags, Sheetings, etc., etc.

WOOLSHEETS AND TOP BAGS A SPECIALITY (for Home or Export).

*Contractors for Government, Army and Navy, Railway, Mining and Shipping Supplies.*

TELEphone : 1111 Bristol.
TELEgrams : Stephens, Bristol.

BRANCH OFFICES :—

LONDON : 5 Lime Street, and 2 East India Avenue, E.C.3. TELEphone : 5755 Avenue. TELEgrams : Stephens, Avenue, 5755.

BRADFORD (YORKS) : 42 Swan Arcade. TELEphone : 5107 Bradford. TELEgrams : Stephens, 5107 Bradford.

BRISTOL BATH TROWBRIDGE

# CLASSIFIED TRADE INDEX

The following are Code abbreviations:—

4th Ed.—A B C (4th Edition). 5th Ed.—A B C (5th Edition). B.—Bentley's. E.—Engineering. L.—Lieber's. M.I.—Marconi International. P.—Private. W.U.—Western Union.

## ADVERTISING.

**Western Sales Promotion Agency Ltd.,** 53 Queen's Road, Bristol.—Advertisement Consultants & Advisers. Artists and Illustrators. Complete campaigns planned. Designs for Booklets, Folders, Showcards, Letter Headings, Trade Marks, Fashion Drawings, &c. Trade, Technical and Press Advertising carried out. Telephone No. 5860. Telegrams: "Sales." Advt. page xx.

## AIRCRAFT MANUFACTURERS.

**Bristol Aeroplane Co., Ltd.,** Designers and Constructors of the Highest Quality Aircraft for all Commercial, Sporting and Military Purposes, and of the "Bristol" Radial Air-cooled Aero Engines, Filton, Bristol. Telegrams: "Aviation, Filton." Codes A.1, A.B.C., B., and W.U. Telephone No. 3906 (P.B.E.) Bristol. Advt. page v.

## BOOT PROTECTORS.

**John Giles & Sons, Ltd.,** Manufacturers of the "Giles" Boot Protector, Bedminster, Bristol. Telegrams: "Giles, Bristol." Code: 5th Ed. Telephone No.: 4703, 4704 Bristol. Advt. page xxv.

## BOOT & SHOE MANUFACTURERS.

**Lindrea & Co., Ltd.,** Exporters of Sole and Upper Leather, Boots and Shoes, Shoe Mercery and Grindery, etc., Bristol. Telegrams: "Lindrea, Bristol." Code: 5th and 6th Eds. and Widebrook. Telephone Nos. 3114 and 394, Bristol. Advt. back cover.

## BREWERS' ENGINEERS.

**Wilson & Co., Ltd.,** Brewery and General Engineers, Iron and Brass Founders, Vat and Back Makers, Coppersmiths, Welshmill Road, Frome. Tel. Address: "Wilson, Frome." Tel. 22. Advt. page vii.

## BRICK MANUFACTURERS.

**Cattybrook Brick Co., Ltd.,** Manufacturers of Light, Dark and Plum Red Facing and Moulded Bricks, Buff and Blue Bricks, Fire Bricks and Clays, Boiler Seatings, Flue Covers, Slabs, etc., Provident Buildings, 15 Clare Street, Bristol. Telegrams: "Cattybrook, Bristol." Telephone No. 54 Bristol. Advt. page xvi.

## BUILDING SOCIETY.

**Bristol, West of England and South Wales Permanent Building Society.** Founded in 1850 to afford safe investment, and to lend money on mortgage. Secretary: Richard Lowe, 9-11 St. Stephen's Street, Bristol. Advt. page iv.

## BUILDERS & CONTRACTORS.

**Thomas Weeks & Sons, Ltd.,** Building Contractors to H.M. Office of Works, War Office, and Corporate Bodies, Ashton Gate, Bristol. Telegrams and Telephone No. Bristol 3038. Advt. page xxvi.

## CABLES.

**Siemens Brothers & Co., Limited,** Cables for Power Transmission. Every length of cable manufactured by us embodies over half a century's experience. Woolwich, London, S.E. 18. Telegrams: "Siemens, Woolwich." Telephone City 6400. Advt. page 2 of cover.

## CANNED GOODS.

**Gedye & Sons, Ltd.,** Importers, Registered Brands: "Tiger," "Stag," "Eldorado," "Globe," "Glengarry." Nelson Street, Bristol. Telegrams: "Gedye, Bristol." Telephone No. 203, Bristol.

## CHEMICAL MANUFACTURERS.

**United Alkali Co., Ltd.,** Netham Works, Bristol. Head Office: Cunard Building, Liverpool. Advt. page xviii.

## CIDER.

**Carr & Quick, Ltd.,** Makers of "The Wine of Devon," the Cider which stands alone, 15-16 Queen Street, Exeter. Telephone: "Wine, Exeter." Telephone Nos. 598, 599, 600 Exeter.

## CLOTHING MANUFACTURERS (WHOLESALE).

**E. Broderick & Co., Ltd.,** Wholesale and Export Clothing Manufacturers, St. James' Barton, Bristol. Telegrams: "Broderick, Bristol." Code: 5th Ed. Telephone No. 683 Bristol.

**Todd & Co., Ltd.,** High Grade Men's, Youths' and Boys' Clothing. Ready-to-Wear and to measure. Wear-proof Tweeds, Beacon Serges, Temple Gate, Bristol. Telegrams: "Todd, Bristol." Telephone No. 1728 Bristol. Advt. page xxiv.

## CLOTHING MANUFACTURERS (WHOLESALE)—*continued.*

**Chas. Wills & Sons, Ltd.,** Manufacturers of Men's, Juveniles' and Ladies' Clothing. Wholesale and Export only. Rupert Street, Bristol. Telegrams: "Rupert, Bristol." Telephone No. 1451, Bristol.

## COAL.

**East Bristol Collieries, Ltd.,** Colliery Proprietors, Coal Factors and Merchants, Speedwell Road, St. George, Bristol. Telegrams: "Coal, Bristol." Telephone No. 93 Kingswood. Advt. page xxiii.

## COCOA AND CHOCOLATE MANUFACTURERS.

**J. S. Fry & Sons, Ltd.,** Cocoas and Chocolates of World-wide reputation, Bristol. Telegrams: "Fry, Bristol." Code: 5th Ed. Telephone No. (Order Dept.) 5620, Bristol. Advt. page xx.

## DAIRY PRODUCE.

**Wilts United Dairies, Ltd.,** Dairy Produce, Fancy Provisions, Proprietors "Diploma" Brand Full Cream .English Condensed Milk, Trowbridge, Wilts. Telegrams: "Dairy, Trowbridge." Code: P. Telephone No. 106, Trowbridge (3 lines). Advt. page xxiii.

## ENGINEERS.

**Alfred Danks, Limited,** General Engineering work of every description. All kinds of Rainwater and Sanitary Goods for the Building Trade. Emlyn Works, Gloucester. Telegrams: "Pulleys, Gloucester." Telephone No. 896, Gloucester. Advt. page xiv.

**G. N. Haden & Sons, Ltd.,** Specialities: Heating, Ventilation, Hot and Cold Water Supply, Cooking and Laundry Plants, Heat Economisers, Drying Plants, etc., Trowbridge. Telegrams: "Haden, Trowbridge." Codes: 5th Ed., L., M.I. Telephone No. 2, Trowbridge. Advt. page iii.

**Llewellins & James, Ltd.,** Coppersmiths, Brassfounders, Bellfounders, Manufacturers of Tar Spraying Machines, General and Brewery Engineers, Castle Green, Bristol. Telegrams: "Llewellin James, Bristol." Code: 5th Ed. Telephone 3100 and 3101, Bristol. Advt. page xxv.

**Huxham & Brown's.** All classes of machinery for Tanners, Curriers and Light Leather Manufacturers, Exeter. Telegrams: "Huxhams, Exeter." Telephone No. 105, Exeter. Advt. page xxiii.

## FISH, GAME AND POULTRY MERCHANTS.

**Bigwoods Ltd.,** Fish, Game, Poultry and Ice Merchants, Salmon Factors, 59 Baldwin Street, Bristol, also Woolster Street, Plymouth, and Quay, Brixham. Telegrams: "Bigwoods, Bristol." Telephones: Bristol, 2741; Plymouth, 1185; Brixham, 2.

## FLAX & HEMP SPINNERS.

**Stephens Bros. & Martin,** Hemp and Flax Line and Tow Spinners, Weavers' Merchants and Manufacturers, St. Philip's Hemp and Flax Mills, Bristol. Telegrams: "Stephens, Bristol." Code: 5th Ed. Telephone No. 1111, Bristol. Advt. page xviii.

## FRUIT MERCHANTS.

**W. H. Eyles & Co.,** Dried, Green and Canned Fruit Merchants and Importers, Crow Lane, Bristol. Telegrams: "Banana, Bristol." Telephone Nos. 3560 and 3561.

## FRUIT, SYRUP AND CORDIAL MANUFACTURERS.

**H. W. Carter & Co.** (Branch of Bristol Industries, Ltd.), Concentrated Fruit Syrup and Cordial Manufacturers, Table Waters, all Flavours and Soluble Essences for Mineral Water Makers. Established 1831, The Old Refinery, Bristol. Telegrams and Cables: "Carter, Bristol." Codes: 4th and 5th Ed. and L. Telephone No. 733, Bristol. Advt. page xxv.

## FURNITURE.

**Colston Furniture Co.** "Adapto" Patent Adjustable Chairs and Settees. Old King Street, Bristol. Advt. page iv.

## GALVANIZED IRON MANUFACTURERS.

**F. Braby & Co., Ltd.,** Makers of the "Coronation" Corrugated Skylight, also "Eclipse" Brand Aluminium Culinary Ware, Ashton Gate Works, Marsh Road, Bristol. Telegrams: "Braby, Bristol." Codes: 5th and 6th Ed., B., M.I. Telephone No. 946 Bristol (P.B.E.) Advt. page xv.




# In six Reigns

The sterling value of the Wines and Spirits shipped to Bristol by JOHN HARVEY & SONS and their forbears has been acknowledged all over the world.

SPECIALITIES

**Harvey's "BRISTOL MILK" SHERRY.**
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**Complete Export Price List sent on application.**

## JOHN HARVEY & SONS, LTD.

**BRISTOL** (Founded 1796) **ENGLAND.**

Wine Merchants by Royal Appointment to H.M. King George V.

# CHOCOLATES & COCOA

*MADE BY THE HOUSE OF* **Fry**

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**HAVE A WORLD-WIDE REPUTATION**

ALL GOODS SPECIALLY PACKED for EXPORT

COMPLETE PRICE LISTS ON APPLICATION

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is the title of our latest booklet dealing with a number of questions often put to us by would-be advertisers; sent free on request.

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**Market Investigation (Home and Foreign)**
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**'Phone 5860.**

Western Sales Promotion Agency Ltd., Bristol.

## IRON OXIDE.

**The Winford Iron Ore & Redding Co., Ltd.**, Mine Owners and Producers of Bright Red, Brown and Yellow Iron Oxide, Chew Magna, near Bristol. Telegrams: "Winford, Chew Magna." Code: 5th Ed. Telephone: Chew Magna 3.

## LEATHER MERCHANTS.

**Lindrea & Co., Ltd.**, Exporters of Sole and Upper Leather, Boots and Shoes, Shoe Mercery and Grindery, etc., Bristol. Telegrams: "Lindrea, Bristol." Code: 5th and 6th Eds. and Widebrook. Telephone Nos. 3114 and 394, Bristol. Advt. back cover.

## LEATHERBOARD BOXES.

**Somerset & Dorset Paper Co., Ltd.**, Makers of Leatherboard Boxes for packing everything, Boxall Works, Yeovil. Telegrams: "Boxes, Yeovil." Telephone 100 Yeovil. Advt. page i.

## LOCOMOTIVES.

**Avonside Engine Co., Ltd.**, Bristol. Locomotives any design and gauge. Telegrams: "Loco, Bristol." Code: 5th Ed. Telephone No. 30, Fishponds. Advt. page xxiv.

**Peckett & Sons, Ltd.**, Speciality: Tank Locomotives, standardized and built with all the latest improvements. Atlas Locomotive Works, Bristol. Telegrams: "Peckett, Bristol." Advt. page 4 of cover.

## MANUFACTURERS' AGENTS.

**Albert E. Allen & Co.**, Cotton and Woollen Goods for Wholesale only, 33 Broad Street, Bristol. Telephone No. 481, Bristol. Midlands Office: 34 Newspaper House, Corporation Street, Birmingham. Telephone No. Central 7332, Birmingham.

**J. Chester Langdon**, Agent for Manufacturers of Cotton and Woollen Piece Goods for the Wholesale and Clothing Trades, 61 Broad Street, Bristol. Telephone 190. Telegraphic Address: "Textrine."

**Naish & Son**, Haberdashery Specialists, 1 Kenilworth Road, Bristol. Members of the Manufacturers' Association of Great Britain and Ireland. Enquiries (home and abroad) solicited. All goods ex Mills.

## MARBLE MERCHANTS AND MANUFACTURERS.

**Bristol Marble and Granite Co., Ltd.**, Marble, Granite and Slate Merchants and Manufacturers, Cumberland Road, Bristol. Telegrams: "Sicilian, Bristol." Code: A.B.C. Telephone No. 47, Bristol. Advt. page ii.

## MOTOR ENGINEERS.

**F. G. Cox & Co. & Howard Stephens Ltd.**, Automobile Enginers and Agents, Coachbuilders and Painters. Sales Dept., Colston Street; Repairs Depot, Berkeley Avenue, Park Street, Bristol. Telephone 2451. Telegrams: "Speedy." Advt. page xxvi.

**Harris & Hasell Ltd.**, West of England Distributors of Motor Cars, Commercial Motors, Tyres, etc., 141 Victoria Street, Bristol. Telegrams: "Ribbed, Bristol." Code: 5th Ed. Telephone No. 5454.

## OIL IMPORTERS.

**Francis F. Fox & Co.**, Oils, Colours, Chemicals and Drysalteries. Proprietors of "Motratc" Motor Oils and Greases, Little George Street, Bristol. Telegrams: "Fox, Bristol." Telephone No. 19, Bristol. Advt. page vi.

## PAINT, VARNISH, &c., MANUFACTURERS

**Colthurst & Harding, Ltd.**, Paints, Colours, Varnishes, Oil Boilers and Refiners, Tar and Rosin Distillers, Temple Gate, Bristol. Telegrams: "Phœnix, Bristol." Telephone No. 3931 (4 lines) Bristol.

**John Hall & Sons (Bristol and London) Ltd.**, Manufacturers of Paints, Enamels and Varnishes, Overmantels, Leaded Lights and Mirrors, Broadmead, Bristol. Telegrams: "Hall, Bristol." Code: M.1. Telephone Nos. 256 and 257, Bristol. London: Pancras Road, N.W. Telegrams: "John Hall." Telephone No. 3456/7, Museum London. Advt. page xxiv.

**James Rudman, Ltd.**, Manufacturers of Paints, Varnishes and Colours, etc., for the Home and Export Trade, Cambrian Colour Works, Bristol. Telegrams: "Rudman, Bristol." Telephone No. 211 Bristol. Advt. page xii.

## PORTABLE BUILDINGS.

**F. Pratten & Co.**, Specialists in all classes of Portable Constructions, Bungalows, Garages, Glasshouses, etc. Catalogues free on request. Midsomer Norton, near Bath. Advt. page xxvi.

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Capable of accommodating largest class of vessels. Full equipment of electric, steam and hydraulic cranes and elevators and all modern appliances. Graving Docks (largest 875 feet by 100 feet), with repair shops alongside. Extensive transit sheds, granaries, cold stores, timber yards, oil depots, and all kinds of storage alongside quays, with direct rail connection. Most modern passenger accommodation. Full particulars from D. Ross-Johnson, General Manager and Secretary, Docks Offices, Queen Square, Bristol. Advt. pages x, xi.

## POULTRY, PIGEON AND DOG FOOD SPECIALISTS.

**Chamberlain, Pole & Co., Ltd.**, Sole Proprietors of "Groaten," the 9-minutes Porridge-de-Luxe, Broadmead, Bristol. Telegrams: "Pole, Bristol." Code: Riverside. Telephone Nos. 7 and 784, Bristol.

## PRINTERS & PUBLISHERS.

**Arrowsmith's**, General, Commercial and Colour Printers, Catalogues, Show-cards and Fine Art Work, Quay Street and Small Street, Bristol. Telegrams: "Arrowsmith, Bristol." Telephone No. 98, Bristol. Advt. page viii.

## PROVISION MERCHANTS.

**H. H. & S. Budgett & Co., Ltd.**, Wholesale Grocers, Produce Importers and Merchants, Nelson Street, Bristol. Telegrams: "Budgett, Bristol." Codes: 4th and 5th Eds. Telephone No. 1860 (5 lines). Advt. page ii.

**Spear Bros. & Clark, Ltd.**, General Provision and Produce Merchants and Importers, English Cheese Factors, Wiltshire Bacon and Ham Curers and Sausage Manufacturers, 36 Victoria Street, Bristol, and 10 High Street, Bloomsbury, London, W.C.2. Telephone Nos. 2988 and 4740 Bristol; 1092 City, London; 1313 Bath; 2840 Birmingham. Advt. page ix.

**J. B. Williams & Co.**, Provision Importers and Wholesale Grocers, Quay, Gloucester. Telegrams: "Williams, Quay, Gloucester." Code: 5th Ed. Telephone No. 184, Gloucester.

## QUARRY OWNERS.

**Bath & Portland Stone Firms, Ltd.**, Portland Stone and Bath Stone Quarry Owners, Abbey Yard, Bath. Telegrams: "Oolite, Bath." Telephone No. 205, Bath. Advt. page vi.

**Elm Park and Corsham Down Bath Stone Co., Ltd.**, Bath Stone Quarry Owners and Exporters of Bath Stone to America, Manvers Street, Bath. Telegrams: "Quarries, Bath." Code: B. Telephone No. 919, Bath. Advt. page ii.

**Walton, Gooddy & Cripps, Ltd.**, Marble Quarry Owners, Merchants, and Workers in Marble. Proprietors of the Celebrated W.W.N., W., L.M., G.M., D.M. Brands of Sicilian, and Shippers of English Vein, Statuary & Blanc P., and all Italian Coloured Marbles. Quarries, Saw Mills & Works, Carrara, Sagra, etc., Italy. Telegrams: "Walton, Carrara." London—Eagle Wharf Road, N.1. Telegrams: "Gooddy, London." Bristol—Canons' Marsh. Telegrams: "Cripps, Bristol." Liverpool—Parliament Street. Telegrams: "Gooddy Cripps, Liverpool." And at Glasgow, Hull, Plymouth, Birmingham, Dublin. New York—Taber & Co., 801 Vernon Avenue, Long Island City.

## RAILWAY.

**The Great Western Railway** affords direct communication for the conveyance of Passengers and Merchandise between Bristol City, Bristol Docks, Avonmouth Docks, Portishead Docks, and all parts of England, Scotland, Wales, Ireland and the Continent. Temple Meads Station, Bristol. Advt. page xvii.

## REFINERS OF EDIBLE FATS.

**Globe Refining Co., Ltd.**, Manufacturers of Lard Compounds, Shortenings, and Refined Beef Suet, St. Jude's, Bristol. Telegrams: "Refiners, Bristol." Code: 5th Ed. Telephone No. 2966, Bristol. Advt. page vii.

## SAND AND GRAVEL.

**Bristol Sand and Gravel Co.**, Sand Suction Dredger Owners, Cement Merchants, Ballast Contractors, 129 Redcliff Street, Bristol. Telegrams: "Pebble, Bristol." Telephone No. 2133, Bristol.

## SHIPPING AGENTS.

**R. & J. H. Rea, Ltd.**, Towage, Lighterage, Stevedoring Bunkers (Coal and Oil), Contractors to the Admiralty, 28 Baldwin Street, Bristol. Telegrams: "Igneus, Bristol." Codes: 5th Ed., Scott's (10th Ed.) Telephone Nos. 4435 and 4436, Bristol. Advt. page ix.

## SHIP REPAIRERS AND SHIP BUILDERS.

**Charles Hill & Sons, Ltd.**, Dry Dock Proprietors, Iron and Wood Shipbuilders and Repairers, Graving Dock 540 feet (entrance from Floating Harbour), Quay Berth 600 feet, Four 325-feet Building Slips, Albion Dockyard, Cumberland Road, Bristol. Telegrams: "Hills, Bristol." Telephones 3948 (3 lines) Bristol. Advt. page viii.

## SHOP FRONTS AND FITTINGS.

**George Parnall & Co.**, Designers and Constructors of Shop Fronts, Fittings and Show Cases for all Trades. Coliseum Works, Park Row, Bristol. Telegrams: "Fittings, Bristol." Telephone No. 4773 (2 lines). Advt. page xii.

## STEAMSHIP BROKERS.

**Charles Hill & Sons**, Shipowners, Shipbrokers, Coal Exporters and Stevedores. Quotations given for Oil Fuel and Coal Bunkers, Cumberland Road, Bristol; Gloucester Road, Avonmouth; 23 Commercial Road, Gloucester; Docks, Sharpness. Telegrams: "Hills, Bristol." Telephone 3948 (3 lines) Bristol. Advt. page viii.

**Mark Whitwill & Son**, Chartering Agents, Bunker Coal and Oil Suppliers, Ships' Sales Brokers, Forwarding Agents, Grove Avenue, Bristol. Telegrams: "Whitwill, Bristol." Codes: 5th Ed., Scott's (10th Ed.) Watkins, A.1. Telephone No. 5610, Bristol. Advt. page viii.

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## STEAMSHIP OWNERS.

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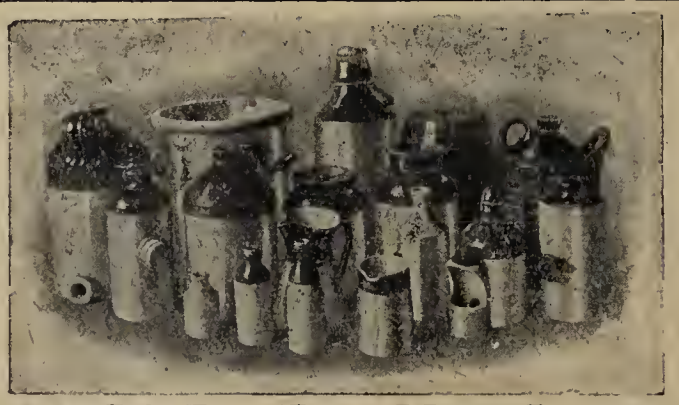
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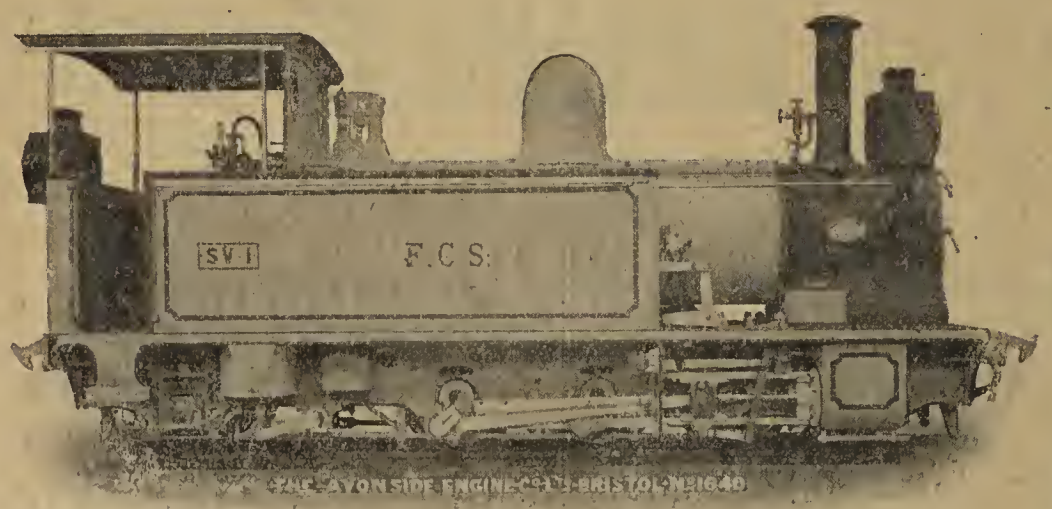
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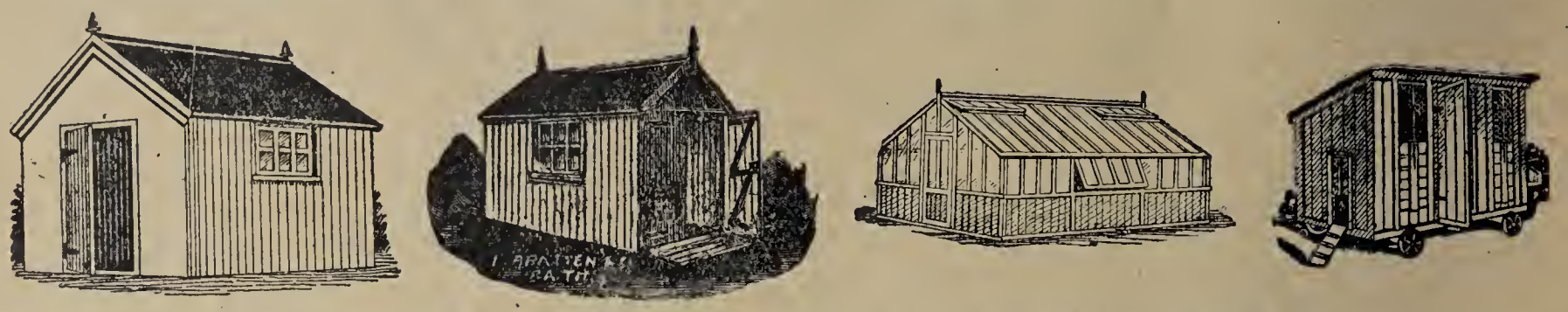
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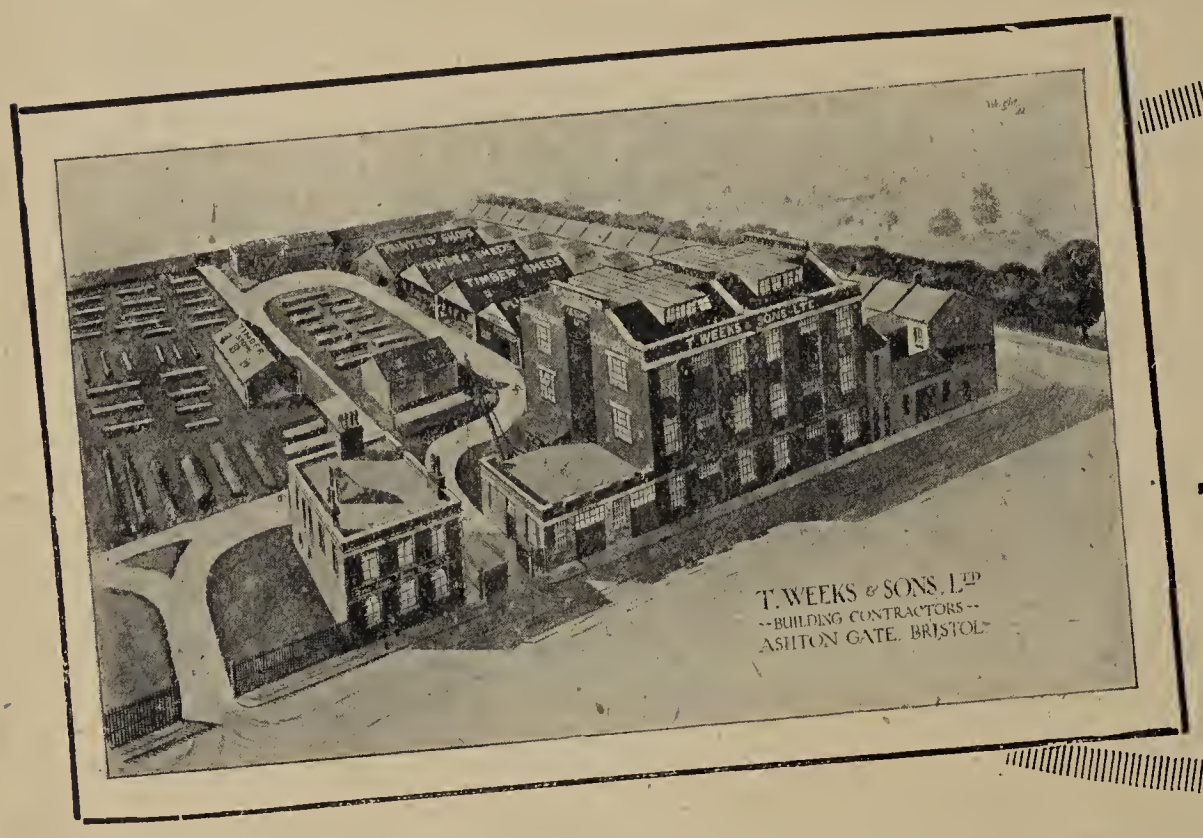
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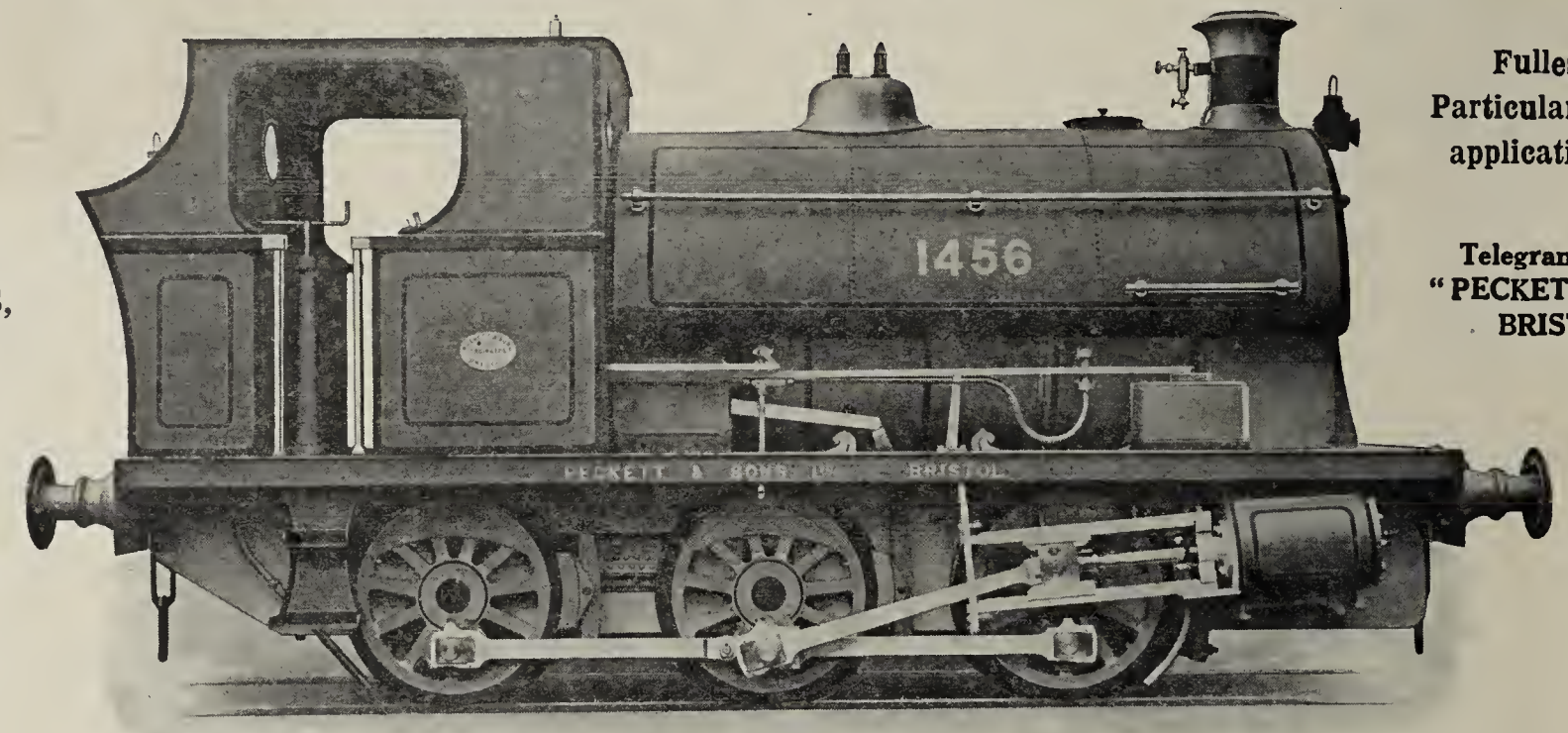
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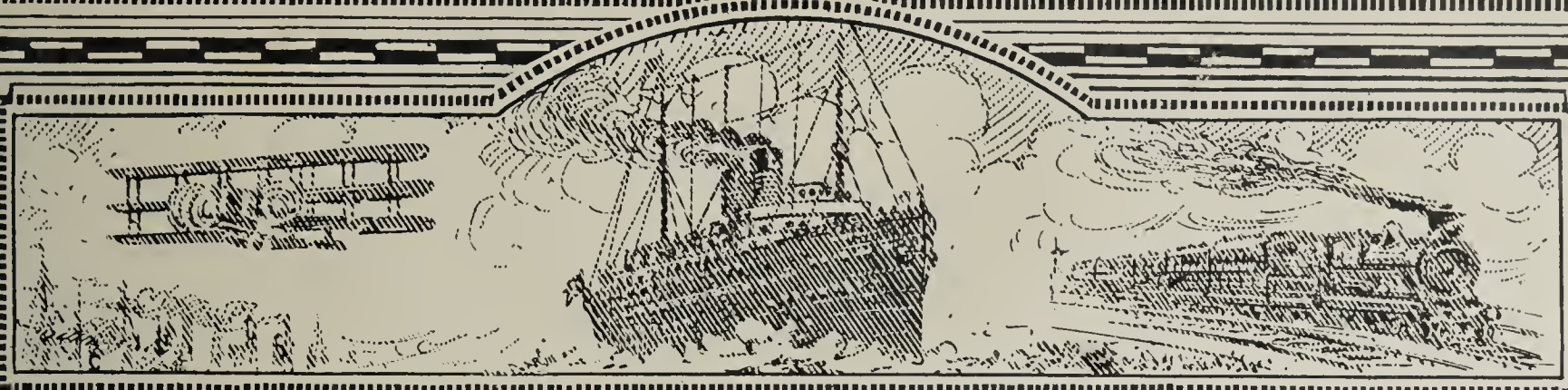
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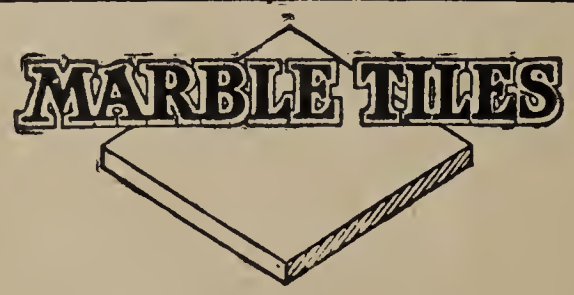
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| ,, | Bristol Steam Nav. Co. | Bristol Steam Nav. Co. | ,, 3831 |
| **Australian Ports** | Federal | Bethell, Gwyn & Co. | ,, 428 |
| **Baltimore** | Cunard | Cunard S.S. Co., Ltd. | ,, 4030 |
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| **Bayonne** | Hutchison | Turner, Edwards & Co. | ,, 122 |
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| **Bideford** | Gilchrist's RegularTraders | Rob. Gilchrist & Co. | ,, 271 |
| **Bordeaux** | Hutchison | Turner, Edwards & Co. | ,, 122 |
| **Bremen** | J. & P. Hutchison | E. Stock & Sons | ,, 73 |
| **Cadiz** | Edwards | Turner, Edwards & Co. | ,, 122 |
| **Canadian Ports** | Cunard-Anchor-Donaldson | Cunard S.S. Co., Ltd. | ,, 4030 |
| ,, | Dominion | Dominion Line | ,, 1808 |
| ,, | C.P.R. | Canadian Pacific Rly. | ,, 1836 |
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| **Central American Ports** | Elders & Fyffes | Elders & Fyffes, Ltd. | Avonmouth 61 |
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| ,, ,, | ( ,, ,, ,, ) | Cunard S.S. Co., Ltd. | ,, 4030 |
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| **Channel Islands** | | Chas. Hill & Sons | ,, 3948 |
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| **Charleston, S.C.** | Carolina | Bethell, Gwyn & Co. | ,, 428 |
| **Christiania** | Standard | Whitwill, Cole & Co. | ,, 1137 |
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| **Copenhagen** | (*via* Amsterdam) | Turner, Edwards & Co. | ,, 122 |
| **Cork** | City of Cork S.P. Co. | City of Cork S.P. Co. | ,, 1942 |
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| **Falmouth** | Coast | Coast Lines, Ltd. | ,, 1942 |
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| ,, | Golden Cross | James & Hodder | ,, 5 |
| **Glasgow** | Bristol, Belfast & Glasgow | Mark Whitwill & Son | ,, 5610 |
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| ,, | ,, ,, | T. R. Brown & Son | ,, 2595 |
| ,, | ,, ,, | B. Perry & Sons, Ltd. | ,, 944 |
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| **Hull** | Coast | Coast Lines, Ltd. | ,, 1942 |
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| **Mexican Ports** | (*via* New York) | Cunard S.S. Co., Ltd. | ,, 4030 |
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| **Middlesbrough** | Coast | Coast Lines, Ltd. | ,, 1942 |
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| **Norway (East)** | Standard | Whitwill, Cole & Co. | ,, 1137 |
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| **Palermo** | Anglo-Italian | Mark Whitwill & Son | ,, 5610 |
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| **Penzance** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Philadelphia** | Bristol City | Chas. Hill & Sons | ,, 3948 |
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| ,, | Baltimore S.S. Co. | F. C. Strick & Co. | ,, 5 |
| **Plymouth** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Portland, Me.** | Dominion | Dominion Line | ,, 1808 |
| **Portland, Ore.** | Isthmian | Bethell, Gwyn & Co. | ,, 428 |
| **Porto Rico** | (*via* New York) | Cunard S.S. Co., Ltd. | ,, 4030 |
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| **South African Ports** | (*via* Amsterdam) | Turner, Edwards & Co. | ,, 122 |
| **South American Ports** | ( ,, ,, ) | Turner, Edwards & Co. | ,, 122 |
| **Southampton** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Spanish Ports** | Edwards | Turner, Edwards & Co. | ,, 122 |
| ,, ,, | Golden Cross | James & Hodder | ,, 5 |
| ,, ,, | MacAndrews | Mark Whitwill & Son | ,, 5610 |
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| **Torquay** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Treport** | John Harrison | E. Stock & Son | ,, 73 |
| **Vancouver** | Isthmian | Bethell, Gwyn & Co. | ,, 428 |
| **Vera Cruz** | (*via* New York) | Chas. Hill & Sons | ,, 3948 |
| **Waterford** | Waterford | Clyde Shipping Co. | ,, 2422 |
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| **Wexford** | Coast | Coast Lines, Ltd. | ,, 1942 |

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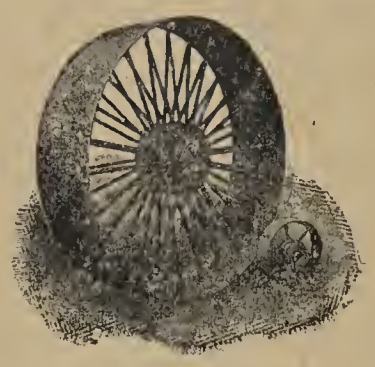
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*The Bristol Incorporated Chamber of Commerce and Shipping accepts no responsibility for the opinions expressed in articles or letters appearing in this Journal.*

*Space is necessarily limited, but the Editors will be pleased to consider short articles or letters on subjects of general mercantile, trade, or industrial interest, and to insert them, if possible.*

*Inquiries for advertisement spaces should be addressed to the Bristol Incorporated Chamber of Commerce and Shipping, the Guildhall, Small Street, Bristol.*

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*Office Hours:*—9.30 *a.m.* to 5 *p.m.* (*Saturdays*, 9.30 *a.m.* to 12.30 *p.m.*)

*Telephone:—Bristol* 368.

*Telegraphic Address:—"Chamber Commerce, Bristol."*

*Council Meetings are held on the third Wednesday in each month.*

*The Chamber is able to give or to obtain information respecting Railway Rates and Conditions, Tariffs, Customs Regulations, Openings for Trade, appointment of agents abroad, and other commercial matters.*

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# ANNUAL MEETING OF THE BRISTOL CHAMBER OF COMMERCE

## BRISTOL TRADE PROSPECTS.
## EFFECTS OF THE DOCKERS' STRIKE.
### The South African Service.

There was a representative attendance on Monday, 9th July, 1923, at the Merchant Venturers' Hall, at the annual meeting of the Bristol Chamber of Commerce, the Lord Mayor presiding. There were also present:—Mr. E. T. Thornton (President), Mr. Gerald H. Beloe (Master Society of Merchant Venturers), Mr. Horace Walker, D.L., J.P. (Sheriff of Bristol), Messrs. T. Hosegood Davies, Clare Smith, F. O. Wills, R. G. Hervey, G. F. Stone, A. Gibbons, J. Herbert Budgett, Gerard E. Fox, G. Palliser Martin, Cecil Powell, H. Wynne Jones, Sir Sidney Humphries, Messrs. D. Ross-Johnson, C.B.E., C. E. Barry, H. G. Hill, G. B. Shipway, Egbert Spear, Norman Wills, Henry Stephens, E. J. Taylor, C. Fells Latham, G. E. Broderick, A. E. Allen, H. S. Wright, J.P. Crofts, W. Cogan, Edward Lowther, H. L. E. Hosegood, H. B. Stone, W. J. Evans, George Nichols, A. S. Ray (Chairman, Bristol Steamship Owners' Association), W. G. McCann, Percy Berrill, Rowland Adams, E. J. Lessimore, C. L. Fullar, E. J. Jenkins, C. T. Budgett, A. J. Pitt, and W. J. Hilliar (Secretary).

The Master of the Merchant Venturers (Mr. Gerald Beloe) said that it was again his duty as well as his privilege to welcome those present. It had been their custom for many years to hold their annual meeting in that room, which had many historical associations, and he hoped that that arrangement would continue for many years to come.

### Co-operative Activity.

The Lord Mayor said the report and accounts made very good reading. They indicated co-operative activity for the commercial interest of the city, covering a wide range, including telephones, the charges for which he hoped would soon be revised to the benefit of the trader (hear, hear); postal matters, of which the same might be said; railway and shipping concerns, canals, and taxation. The retail trades section was a move in the right direction, and he congratulated the President (Mr. Thornton) upon this method of increasing the usefulness and strength of the chamber. He was glad to note the continued help of past-presidents and the gift of a badge of office by Mr. Palliser Martin; also the revival of the practice of the ancient guilds of attending as a Chamber of Commerce a religious service—no people wanted it more (laughter)—to remind them of their obligation to a city which had "foundations not made with hands." The President had served them well; and he could not conclude without a word of praise for him and for Mr. W. J. Hilliar, the Secretary (hear, hear). He moved the adoption of the report and accounts, a summary of which has been published.

### A Passenger Station.

The President of the Chamber seconded and said that reference was made in the report to a new goods station, but to his mind it was as important to have a passenger station worthy of that great city. Take any other city approaching in size to Bristol, and they would find a railway station convenient and fitting for the size of that city. As to the new South African Trade section, he was pleased to say it had started under good auspices. They had four boats coming to Avonmouth direct from South Africa, which he was sure gladdened the heart of Alderman Twiggs and would be beneficial to the trading community. Arising out of the Retail Traders' Section, they would be interested to know that there were 25 trade sections which met at their Council Chamber and which were closely in touch with the work which the Chamber carried on. Sir Eric Geddes referred the other day to the question of the burden of taxation; and he (the President) was convinced that there could be no recovery of trade which could stand an income tax of 4s. 6d. in the £1 and allow for 100 millions to be spent annually on the dole. He noticed that Leicester was curtailing the dole, and making the people who obtained the money work for it. He suggested to those who had charge of the Labour Exchange and the Labour Advisory Committee that they might learn something from the example of Leicester so as to prevent the long line of men standing outside the Labour Exchange every day and do nothing but walk in, take their money, and walk out, to go back again a few days later. He appealed for increased membership, as the Chamber deserved greater support than it received. They tried to make their work worthy of Bristol, and the Council and the President and Vice-Presidents deserved more support than they at present got from the trading people of Bristol (hear, hear).

### Trade of the Port—A Review.

Alderman H. W. Twiggs (Chairman of the Docks Committee of the City Corporation), supported the resolution, and, in a review of the port of the past year, said that the tonnage was in excess of any year in their history with the exception of the war years. The registered tonnage from foreign ports gave the following :—

| | |
|---|---|
| 1914 .. .. | 1,568,474 |
| 1922 .. .. | 1,740,013 |
| 1923 .. .. | 1,925,969 |

The total of the coastwise tonnage was :—

| | |
|---|---|
| 1914 .. .. | 1,054,951 |
| 1922 .. .. | 908,476 |
| 1923 .. .. | 1,141,941 |

There was something to be grateful for when they remembered the depression in the mercantile marine commerce. The Docks Committee had reduced the surcharge on ships from time to time, and now the schedule had been stabilised at approximately 55 per cent. above pre-war rates. They were anxious to continue the reductions so soon as circumstances permitted. But it must not be forgotten that Bristol did not make increases so rapidly as some other ports had done. The coastwise trade had been encouraged, thus maintaining the reputation of the port of Bristol as a distributing centre. Labour charges also had been reduced from time to time, and now they had a schedule of reductions ready to come into operation, but for the unfortunate dispute with which they were faced. It would come into operation when that dispute was settled. The grain imports were not so high as in the previous year, but they should remember that the total amount imported into the country was not so high. The figures were :—

| | |
|---|---|
| 1914 .. .. | 4,139;364 qrs. |
| 1922 .. .. | 4,186,522 ,, |
| 1923 .. .. | 4,041,316 ,, |

They were told sometimes that the South Wales ports were robbing Bristol. He was able to show that during last year the Bristol import of barley was one million quarters, and the percentages of the import trade of the country were as follow:—

| | 1913. | 1922. |
|---|---|---|
| Barley .. .. | 22.3 .. | 27.6 |
| Maize .. .. | 5.8 .. | 10.7 |
| Oats .. .. | 6.3 .. | 12.5 |
| Wheat .. .. | 7.5 ... | 8.1 |
| Total grain .. .. | 8.6 ... | 10.5 |

That showed increases in spite of the competition from South Wales and other quarters. When they found that Bristol had 10.5 per cent. of the grain import of the country they might feel satisfied. The Docks Committee, however, was not satisfied, but they wanted to remove the pessimistic view that the trade of the Port was going down. When they turned to petroleum they found that there was an import of 70,000 tons less last year than in the year before, but the import of petroleum spirit showed an increase of 34,000 tons. Large sums of money had been spent at Portishead, which was an indication of hope for the future. The total imports were :—

Petroleum.

| | |
|---|---|
| 1914 .. .. | 139,716 tons. |
| 1922 .. .. | 283,986 tons. |
| 1923 .. .. | 211,340 tons. |

Petroleum Spirit.

| | |
|---|---|
| 1914 .. .. | 31,067 tons. |
| 1922 .. .. | 132,000 tons. |
| 1923 .. .. | 166,000 tons. |

Last year's importation of petroleum spirit was larger than that of any year during the war. With regard to the provision trade, splendid warehouse accommodation had been provided, and now they hoped that merchants in the city would try to use Bristol instead of going to other ports. The Committee had spent a large sum of money in providing cold storage, and they hoped that it would be used more in the future. The figures with regard to the imports of oil seed were :—

| | |
|---|---|
| 1914 .. .. | 84,500 tons. |
| 1922 .. .. | 55,000 tons. |
| 1923 .. .. | 82,000 tons. |

The import of bananas was an important feature of their trade. The figures relating to that branch of trade were :—

| | |
|---|---|
| 1914 .. .. | 2,941,416 bunches. |
| 1922 .. .. | 3,843,842 bunches. |
| 1923 .. .. | 3,901,609 bunches. |

During the year there had been an installation of new machinery which would assist the owners in handling the business. The importation of oranges amounted to the following totals :—

| | |
|---|---|
| 1914 .. .. .. | 258,954 cases. |
| 1922 .. .. .. | 375,164 cases. |
| 1923 .. .. .. | 424,203 cases. |

He noticed that newspapers in Spain referred to Bristol as a port that was developing. With regard to tobacco the returns were :—

| | |
|---|---|
| 1914 .. .. .. | 17,000 tons. |
| 1922 .. .. .. | 25,500 tons. |
| 1923 .. .. .. | 32,500 tons. |

In timber and woods the totals showed :—

| | |
|---|---|
| 1914 .. .. .. | 172,750 loads. |
| 1922 .. .. .. | 63,500 loads. |
| 1923 .. .. .. | 92,700 loads. |

He thought all would agree that they had much to be thankful for, especially when they remembered the great depression in trade through which the shipping industry had been passing. They now had a new granary completed capable of taking 100,000 quarters of grain. There was no finer or better equipped granary in the country. They were now entering into contracts for building new warehouses. He thought that in spite of various difficulties they had had a successful year, and that there was a determination to continue the development of the port. They were grateful to the Chamber of Commerce for the help they had given from time to time in various directions, and trusted that their energies would be crowned with success. As to the future, it was rather unfortunate that they were met at a time when the Port was at a standstill through a dispute. An agreement was entered into solemnly on both sides some time ago, affecting all the ports of the country, but about one-third of the men had rebelled against their leaders in an attempt to try to upset that arrangement. All he could say was that whatever the consequences might be the proprietors would stand to their ground. If they did not, all collective bargaining would be at an end, and they would have to enter into a separate bargain for every ship, so that the position would be intolerable. He hoped, however, that better counsels would prevail amongst the men, and that the leaders, who had fought so well for the men in the past would be listened to, and that the rebels would be told to keep still. The dispute was the fault of a small section, who were misleading the men. As to the docks, he hoped that improvements would be made in the conditions of working that would be to the benefit of the men and of the merchants as well.

On being put to the meeting the proposition was carried unanimously.

### A Zealous President.

The Sheriff proposed thanks to the officers, and said he could not speak too highly of the work of Mr. Thornton,

who had been a live President. He did not wish to criticise past presidents, but he remembered that when Sir Sidney Humphries was President he put life into the body, which had not woke up as it might have done. Bristol was a very important city, but the membership was not what it ought to be. The Chamber could not do much, however energetic the Council might be, unless it had money, and when it had a membership of only 410 and a total subscription of £1,295 it could not do much. Members counted, and £ s. d. counted also, and it was for the members to try to work up a more keen spirit (hear, hear). The Chamber did a lot of excellent work in a quiet way, and did not, perhaps, get the prominence it deserved, or they might get a larger membership. They were much indebted to Mr. Thornton for taking a real live interest in the Chamber (hear, hear).

Mr. Geo. Nichols seconded the motion, which was heartily carried.

### A Representative Council.

Sir Sidney Humphries moved that Messrs. C. E. Barry, F. C. Burgess, T. Hosegood Davies, R. G. Hervey, C. L. Hill, and H. G. Hill, retiring by rotation, be re-elected members of the Council, and that the appointment of Mr. D. Ross-Johnson, C.B.E., be confirmed. He did not think they could have a more representative body of men, who represented law, finance, commerce, shipping, transport, and the docks. It was a combination that ought to do a great deal of good. They also had representatives of the Press on the Council, which was important in their work.

Mr. A. S. Ray seconded the proposition, which was carried.

### How M.P.'s can Help.

Mr. T. Hosegood Davies moved thanks to the local members of Parliament, who had been very attentive to everything they had been asked to see to in Parliament, and in all ways had been very helpful to the Chamber. He regretted their duties prevented them from being there.

Mr. J. H. Budgett, seconding, said it was no formal compliment for excellent services. They recognised that not only their own members but other members rendered service of paramount importance to commerce. As part of the Associated Chambers of Commerce they secured the help of the majority of members in influence on legislation and on the actions of the Government and the Executive of the day. The connection between each Chamber and its own members of Parliament was vital to the success of their work on behalf of the trading community, and particularly the industrial group of members, of which he hoped their members considered themselves a part.

The resolution was agreed to.

On the proposition of Mr. G. Palliser Martin, seconded by Mr. H. Wynne-Jones, Messrs. Hudson Smith, Briggs & Co. were re-elected auditors, Mr. Martin expressing the hope that the work, which they did at practically a nominal fee, would be increased by a larger subscription list in the coming year.

The local Press was thanked for the publicity it has given to the proceedings of the Chamber, on the proposition of Mr. C. E. Barry, seconded by Mr. G. E. Fox.

The President, thanking the Lord Mayor, said he introduced a spice of humour with the salt of wisdom which always brightened a meeting. He also thanked the Master of the Merchant Venturers' Society for the use of that room and the generous assistance they gave the Chamber.

(*Western Daily Press*, 10th July, 1923.)

## BRISTOL AND ITS SHIPPING TRADE.

Yesterday's annual meeting of the Bristol Chamber of Commerce and Shipping provided an interesting review of the activities of that body, and of the general course of trade in the port during the past twelve months. In both respects the facts and figures were encouraging, but patriotic Bristolians must feel that there is still plenty of scope for expansion through combined effort. Once more it was urged by several speakers that the membership of the Chamber is not what it should be in a city of the size and importance of Bristol. In spite of the efforts of the energetic retiring President, Mr. E. T. Thornton, and other zealous officers, the roll of members still numbers fewer than 500 names, with a total subscription of less than £1,300. If all the business firms and individual traders who might benefit by the Chamber's activities could be brought within the membership these figures should be doubled or trebled, with a corresponding increase in its influence for the benefit of the whole community. The Lord Mayor spoke of the formation of the retail trades section as "a move in the right direction." The facilities thus offered deserve to be much more widely taken advantage of, for wholesale merchants and retailers have many interests which common action can promote. Postal, telephone, and railway rates, and the dock facilities which the port offers, are matters that concern them all. To every citizen, whether in or out of trade, the railway station accommodation of the city is also a matter of importance. The Great Western Railway Company are pledged to build a new goods station which will compare favourably with any in the country, but as the President said, it is as important to have a central passenger station worthy of the city. Temple Meads cannot be said to answer that description in the light of the needs of to-day's traffic, and of the provision which exists in other cities of similar, or even less size and importance. Mr. Thornton referred to other directions in which the Chamber can and does help traders—in combining with local and national organisations elsewhere to press for a lessening of the burden of taxation, and in trying to get some better return in useful work for the public money which has unfortunately still to be expended week by week in unemployment allowances.

The general review of the shipping trade of the port by Alderman Twiggs, the Chairman of the Docks Committee, was this year of particular interest: He had to admit the growing keenness of competition which Bristol has to face from London and the South Wales ports, and to refer to the still unsettled dockers' strike, which has dislocated traffic and interfered with the discharge of cargoes here as in other centres. The most unfortunate features of this as of other recent industrial disputes are the revolt of a majority of the workers from the considered advice of their Union leaders, and their apparent disregard both of the agreement to which they had been pledged and of the interests of the whole community, including themselves, in the proper handling of imported supplies on which the vexed question of the cost of living so largely depends. Some of the difficulties of dock management and finance are inevitable, but labour troubles such as this strike are gratuitous obstacles to prosperity.

As it is, Mr. Twiggs was able to make the satisfactory report that the port's tonnage for the year was the highest in its history, except during the abnormal war years, the total, foreign and coastwise, being about 420,000 tons in excess of that of 1922, and nearly 450,000 better than that of 1914, which till then was a record. The figures he gave of the reductions which have been made in the increased dues on ships necessitated by after-war conditions showed that in this respect the Port of Bristol compares well with its chief competitors.

Further reductions are in prospect, but they cannot take effect until there is a favourable settlement of the unfortunate labour dispute. The detailed comparisons of the imports of grain, petroleum and petroleum spirit, timber, provisions, fruit, and tobacco reflect the varying conditions of these staple trades. In some there has been continued depression in the country generally, which Bristol has not escaped. In others, and especially in the banana trade (which recorded the largest import Bristol has ever had) the tale was one of continued expansion and steady improvement in mechanical facilities, wharfage, and warehousing accommodation. The year has been one of fair prosperity and of some disappointments. The Docks Committee are doing their best for a great undertaking in which every ratepayer of the city has an interest. They have a right to expect the fullest co-operation of Bristol manufacturers, merchants, and shippers in securing that trade which ought to come to the port, whether inward or outward, is not diverted elsewhere.

(*Times & Mirror*, 10th July, 1923.)

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## THE TRADE OF THE PORT.

In the past the annual meetings of the Bristol Chamber of Commerce have been marked by speeches of greater or less importance by members of Parliament for this city. The gathering has afforded an opportunity for representatives holding Cabinet rank to review the outstanding features in the nation's commercial and industrial life, particularly as they might be affected by recent or proposed legislation. Yesterday's meeting was lacking in such features, for an urgent whip called upon supporters of the Government to be in their places to deal with possible amendments to the Rent Bill, and the same cause detained other members of Parliament at Westminster. Under these circumstances the oratory was unusually brief. It had the further merit of justifying a feeling of hopefulness with regard to the city's trade as far as its course can be judged by the business of the port. The docks have done remarkably well, in spite of the political hindrances to foreign trade and the damaging effect on home industries. Alderman Twiggs has always preserved a stimulating optimism about dock prospects, and the figures he placed before yesterday's meeting on the whole were of an eminently satisfactory character.

Apart from the abnormal business during the war the shipping using the port has reached a total tonnage not hitherto recorded in any year in Bristol's long history. The foreign tonnage is now close upon two millions a year, and the 1923 return is nearly half a million tons in excess of that for 1914. For some time after the war coastwise business suffered an eclipse, but the corner has evidently been turned very satisfactorily, and the tonnage in this department, also, is substantially ahead of that of 1914. It is not so very long ago that Sir Frederick Lewis, of the Shipping Federation, made a trenchant attack on certain methods of doing business at Bristol. At the time we hazarded the conjecture that there was another side to the story, and there is not the slightest doubt that the theory was justified. The Docks authorities, however, as far as we are aware, have never given an official and detailed answer to the critic; and they have been content to allow the facts to speak on behalf the conditions obtaining at this port. While it is of high importance that allegations tending to damage the reputation of Bristol in any of the departments of its civic life should be promptly challenged, and public misapprehension cleared away, such statistics as those given by the Dock Chairman yesterday may be regarded by people who dislike controversy as the best kind of reply that could be made. It is a reasonable assumption that business would not prosper in the face of severe competition unless conducted on fairly sound lines, and, as far as imports are concerned, Bristol in 1923 (the dock year ends on April 30) did far better than might have been expected. Exports were not included in the Dock Chairman's review, but, unhappily, we are running no risk in assuming that they fell far short of the tonnage we should like to see dispatched from our wharves to the markets of the world.

It was one of the ironies of the situation that while this pleasing commentary on the trade of the port was occupying the attention of the members of the Chamber of Commerce assembled in the beautiful hall of the Merchant Venturers' Guild, practically the whole of the shipping at Bristol, Avonmouth, and Portishead was at a standstill. The Transport Workers' Conference, which in the ordinary course would have commenced at Hull yesterday, was shifted to London, in consequence of the Hull dockers having become leaders in the revolt against the Union agreement. The Conference gave an overwhelming endorsement to the injunction to the dockers to honour their own agreement, but in Bristol, so far, this renewed appeal has made no difference in the situation. In Liverpool most of the strikers have gone back to their posts; at Swansea, Newport, and Southampton docks work is proceeding. All these ports compete with Bristol. It was stated yesterday morning that of the total employed at the docks of the country only a third have taken part in this revolt against their union, for, as Mr. Bevin said, that is really what the strike amounts to. It is a curious fact that the condition that the cost of living should be taken as the basis of remuneration was inserted in the agreement by the Dockers' Union representatives, not by the employers, and the strike is defended by its advocates on the ground that the figures issued by the Ministry of Labour do not agree with practical experience. It is impossible to bring personal views into line on this subject. Some have contended that the cost of living has been assessed at a figure higher than retail prices warrant; others have taken an entirely opposite view. It is impossible to settle a national matter of this kind by taking individual opinions, and there is no practical alternative to the official standard arrived at by the Government Department. This was the standard that the signatories of the agreement had in mind, and morally and legally we can see no way of escape from it. The very strong speeches addressed to the Conference yesterday by Mr. Bevin and Mr. Ben Tillett are warranted by the facts which so far have not been called in question. The Central Strike Committee in London, which has been acting in direct opposition to the Union, and endeavouring to nullify the influence of its leaders' appeals, has made a new proposal. It is that the Union should endeavour to get the employers to waive the last cut of a shilling seeing that "Parliament itself said the basis of the cost of living is wrong." This is placing an unwarrantable interpretation on the statement by the Minister of Labour. Sir Montague Barlow did not say that the basis was wrong, but he promised that when conditions became more normal the basis on which the family budget is compiled shall be re-examined.

The business of the Port and the critical conditions resulting from the dockers' stoppage overshadowed other interests at the Bristol meeting. The proceedings, however, directed public attention to the useful part being played by the Chamber of Commerce, which has now started on its second century. The organisation has an honourable record, but it is miserably supported. Its membership is equal to about one in every thousand inhabitants in Greater Bristol. Of that very small

number the majority show no sign of interest in the work of the organisation beyond paying their subscriptions. The Executive of the Chamber is probably more representative than it has ever been, and by its connection with many trade sections (the youngest being representative of those engaged in retail businesses) capacity for useful work is much increased. Yet its funds and its influence are limited by its small membership. This is an old grievance. President after president has told the same story, but no one has been able to stimulate public interest and imagination is such a way as to bring an influx of recruits into the Chamber. One of the speakers referred to the work being accomplished quietly and modestly—excellent qualities no doubt, but not sufficient to arouse the enthusiasm of outsiders, who remain unconscious of what is being done on behalf of the business community by this venerable organisation.

(*Western Daily Press*, 10th July, 1923.)

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## ASSOCIATION OF BRITISH CHAMBERS OF COMMERCE.

### THE JULY QUARTERLY MEETING.

ADDRESS BY SIR ARTHUR BALFOUR, K.B.E., PRESIDENT.

Sir Arthur Balfour, in welcoming the Delegates said it is usual for the President to say a few words on some of the principal subjects before the country at the moment which have been dealt with by the Association. Lord Southwark has referred to the fact that since our last Annual Meeting we have lost one of the greatest men who ever worked for Chambers of Commerce (Sir Albert J. Hobson, LL.D., J.P.) ; he passed away doing his best for his country and the Empire and died actually in harness which is just as he would have wished to die. We shall always revere his memory and hold his great abilities in very high respect.

The next matter I wish to speak of is that I am sure it must be gratifying to Chambers of Commerce and the industry and commerce of the country generally to feel that we have an English gentleman, a business man, at the head of our Government at the present time. We have the greatest possible confidence in the ability of Mr. Baldwin. He has shown what he can do. His speeches to the nation during the last few days have been models, and I hope and believe that he is going to take us on to a higher and better plane from which to observe the world's difficulties and grapple with our own.

I am now going to deal with a very delicate subject, but I feel that, at a great Meeting like this, great responsibility devolves upon us and therefore we must not be afraid to tackle difficult subjects. I refer to the question of reparations. At the present time reparations are held up by two central facts. The first is, that the Germans, owing to their methods of wriggle and owing to the fact that they do not seem to have the ability to face the facts and deal with them like gentlemen, have created such mistrust of Germany on the real difficulties of the reparation question that we do not know whether we can believe a statement of the German Government and people or not. Until the Germans can show some tangible proof of a change of heart and spirit, any settlement of this question will be extremely difficult. The other central fact is that France must have security. Everybody in this room is agreed on that. She has gone through this stress twice, and, in some form or another, that security must be given. It is an extraordinary thing that a great people like the Germans should have allowed themselves to be educated to the idea that right does not triumph over might. The Kaiser and his satellites dragged us into one of the most terrible wars the world has ever seen ; a war that has caused more suffering than any three or four wars that have been fought before. It is a grievous thing that when the Armistice was signed some great German did not rise up and lead what, after all, is a great people, in the right direction, instead of letting them fall into the hands of a clique of financiers and industrialists, who exploited the situation for their own gain. It is very possible that there is a Nemesis awaiting those gentlemen. It is highly regrettable that, even to-day, there is no German who says to the Germans : "We cannot settle this reparation problem until we can establish in the minds of the people of the world that we are decent and respectable people, whose word can be taken and trusted." I have in my hand a mass of propaganda from Germany, but if the Germans think that propaganda of this kind diverts the mind of a single British subject, they are very much mistaken. The only thing that strikes one is that if they had spent their money on reparations instead of propaganda, they would have been very much further forward than they are to-day. If you take their own figures, on which I do not place any reliance, you will find that they have paid 10 per cent. of the total damage assessed in the war £20,000,000,000. That does not seem to us—people who pay their debts—a very respectable answer to the problem. I should say to these people : "What about the other side of the picture ? What about the liquid fire ? What about the burning of Louvain and the sinking of hospital ships ?" If they had the sense with which we have always credited them, they would recognise that wasting money on propaganda of this kind does not influence the British people. I have said that France must have security. It is no use saying that without making some suggestion. I have seen in the Press too much criticism of the Government, and too much criticism of one kind and another. People turn round and say : "It is all very well, but it is for the Government to find a way out." We are business men, and if there is a way out, we ought to have the ability to point to it and suggest it. I think there is a way out. We want the French people to understand that their views are our views. We want them to have something for the wrongs which have been done them, and we want them to have security. There have been differences of opinion as to how that shall be secured but, fundamentally, the two people are in accord and we shall have to work in accord.

Gradually out of this welter of trouble some central facts are being clarified. Unfortunately, instead of action there has been a great deal of inaction and this reparation problem is gradually being forced through a fine hair sieve of economic necessities. The three points, I think, which have emerged are these. We shall have to have an inter-allied investigation of Germany's assets, her hidden reserves and her other methods of evasion. Germany has come some distance in regard to that ; she has offered that there should be such an investigation, but I think her view is that there should be neutrals concerned in it, a thing that we do not accept. Neutrals are not interested in this question. The second central fact is that I believe we are being forced steadily to the conclusion that we shall have to have a zone on each side of the Rhine where no military troops are allowed, a zone which is internationalised in some way so as to prevent a jumping-off place by one side or the other. The third fact is one that this Association has pressed from

the beginning, that we shall have to seize the German Customs and impose import duties payable in gold. On those lines I think there is likely to be some settlement, and if you approve these three suggestions we will put them forward to the Prime Minister from this Meeting as being our view.

I must turn to the United States for a moment, which I believe is beginning to emerge from the crushing joys of a mountain of gold. The old fable of Crœsus is being re-enacted. They are finding that gold in such quantities is not an unmixed blessing, and also that such a tariff as the Fordney not only shuts out but also shuts in. As you know, we have come to some settlement of our debt and we have paid already two instalments, which have been simply additions to their mountain of gold. It will be absolutely necessary for them to let us trade with them on a wider scale if they are to carry on their economic life properly.

There is another question to which we have a right to call the attention of the American people. The President of the United States, their accredited representative at Paris, put into the Treaty of Peace at Versailles the League of Nations and his fourteen points, and I think in view of this act of theirs we have a right to say: "Do not you think it is right that you should come over here and look at the harvest of tares and tears and help us to readjust and put straight the troubles of a devastated Europe?" I believe, in spite of what we hear that slowly but surely, the American people are coming round to the idea that they do owe duties towards Europe and that some day they will come and fulfil them. I am satisfied that if our Government will come forward with some proposal, based on the same high principles as the payment of the American debt, proposals which are for the benefit of the world as a whole, they can count on the complete support and accord of the commercial and industrial community of this country.

Finally, I wish to refer to the attempt we are making to investigate this reparation problem. We have set up a Committee in complete accord with the British National and the International Chamber of Commerce, and we are asking the other countries to set up similar Committees and let us have a Meeting in London. We have offered them 14 Queen Anne's Gate for the purpose, and a Secretariat to examine this question from an impartial point of view and to find out what Germany can pay and what guarantee of payment and how the question can be dealt with and then make some concrete proposals to the British and Allied Governments.

Referring to the Finance Bill, we owe a great debt of gratitude to Mr. Samuel for the way he piloted our amendments through the House of Commons. I just want to call your attention, and through you the attention of the people of this country, to another very important feature we have had pressed upon us in the House of Commons and elsewhere, the question of a capital levy. Surely we have had such experience of capital levies in three countries recently that there ought to be no doubt of the damaging force of such a measure. Take Russia, where they levied the whole capital. Has it made anybody happy? Are they able to feed the people and carry on industries and commerce? Have they anything to show for it but utter misery? Crossing the border you come to Germany where they have had a most vicious form of capital levy in the shape of inflation. In Germany inflation has gone so far that people who for 40 years had been saving for their old age are unable to buy with that 40 years' savings two pounds of tea. Does anybody believe that German people are happy to-day? The middle classes are living to-day very badly and we cannot but feel that that sample of capital levy is not one to be followed. The third example was not actually a capital levy but an attempt for one in Switzerland. But the result of that attempt has been disastrous although it was not put in operation. The mere prospect of a capital levy has thrown Switzerland back many years, and it will take them long to recover. Surely with such warnings before us we do not want such an experiment on our own account any further.

We are going to ask the Government to set up a Royal Commission to look into the whole question of taxation in this country, and we are suggesting terms of reference which after we have passed them to the Government will be handed to the Press.

There is just one other subject. In consultation with the Deputy President and some of the officers I thought it well, on your behalf, before any seizure of liquor took place, to cable to the Chamber of Commerce at Washington to say that we did hope that no incidents in connection with this liquor question would be allowed to interfere with the happy relations existing between the two peoples, as we felt it might interfere with the larger world problem and that it was not worth while. Since then there have been proposals made that we should come to some arrangement about the twelve mile limit. I am, and I believe you are, absolutely against any kind of bargains that interfere with the three mile limit, which is a recognised thing throughout the world. There are many important questions connected with it both in peace and war, fishing and other matters, and I do not believe it would be to the interest of this country at any time, in order to gain some slight advantage at the moment, to interfere with such a well-established international principle as the three-mile limit.

I have one other thing to report to you which I hope will give you satisfaction. It was this Association which first suggested to the Government that we should have some part in the Imperial Economic Conference. I am glad to tell you that the President of the Board of Trade has appointed four advisers, Sir Eric Geddes, Mr. Beaumont Pease, Sir Ernest Glover and myself to advise him throughout in connection with the Imperial Conference, in the arranging of the Agenda and to be with him during the whole of the Conference to advise him day by day on questions which may crop up.

Another question which is going to be brought before you, under Resolution 13, is the question of arbitration. There has been an immense amount of work done on this question both in this country and abroad, and at the Conference in Rome a little memorandum prepared by Mr. Streat, the Secretary of the Manchester Chamber, is a model of what the facts should be, and I wish to impress upon all the delegates here that they should go home and endeavour to get the members of their Chambers to put in their contracts the standard arbitration clause that we have drawn up.

One more subject. I am extremely keen that we should extend the influence of our Chambers of Commerce, that we should get more members, that we should draw in everybody who would possibly help with advice and assistance, so that we can go to the Government with even stronger influence than we have. We have not examined our membership to see what capital it represents—that does not interest me; the only thing that interests me is to be sure that our causes are just and that we advocate them in a moderate manner and present them in a reasonable spirit with due regard to the rights of others.

I beg to welcome the delegates and to say: "How glad I am to see so many delegates present, and I hope we shall have a thoroughly good discussion of all the subjects which are on the Agenda."

## RESOLUTIONS PASSED.

### Congratulation to the President.

At the opening of the Meeting Mr. Stanley Machin, J.P. (Deputy President) moved, the Right Hon Lord Southwark (Vice-President) seconded, and Sir Algernon F. Firth, Bt. (Ex-President) supported the following resolution which was carried with acclamation :

"The Executive Council of the Association of British Chambers of Commerce desire to tender their heartiest congratulations to Sir Arthur Balfour, K.B.E., President of the Association, on the honour conferred upon him by His Majesty the King."

## FINANCE AND TAXATION.

### 1. Transfer of Government Securities.

That the Government be requested to afford further facilities for the transfer of Consols and other Government Securities, by an extension of the method of issue and transfer common to public companies generally.

### 2. Corporation Profits Tax.

That this Association whilst welcoming the reduction of the Corporation Profits Tax which has been proposed in the Finance Bill, earnestly urges upon His Majesty's Government the great need for the abolition of the tax at the earliest possible moment.

### 3. Super-Tax on Reserves retained in Private Businesses.

That in order to equalise as far as possible the incidence of taxation on all traders it is desirable that the reserves retained in their businesses by private traders should be exempt from Super Tax, and should only be liable to the same scale of taxation as the reserves of Limited Liability Companies.

### 4. Receipt Stamps and Stamps on Cheques.

That this Association again confirms its resolutions passed on the 4th April, 1922, and 19th July, 1922, to the effect that the 2d. stamp on cheques and the 2d. receipt stamp should now, nearly five years after the War, be restored to the pre-War stamp of 1d. in each case. The Association strongly urges that the present 2d. stamps are a heavy tax on Trade and Commerce and represent a charge for which no actual service is rendered to the community.

## HOME AFFAIRS AND TRANSPORT.

### 5. Measures of Capacity.

That in order to obviate difficulties which now arise from the difference between the Imperial and American gallon, and also to promote uniformity of practice throughout the world, this Association is of opinion that it is desirable that all Traders, especially those engaged in Overseas trade, should employ some universally accepted measure such as the Litre, the use of which is already permitted by the law, as the sole unit of capacity, and expresses satisfaction that the Home Affairs and Transport Committee of the Association have undertaken an enquiry into the question.

### 6. Cost of Fuel.

That this Association of British Chambers of Commerce expresses its firm opinion that the present cost of fuel for manufacturing purposes in this country is higher than industry can carry if it is to maintain or increase the export trade, without which the country cannot prosper.

### 7. Industrial Legislation.

Arising out of the passing into law last year of the "Oil in Navigable Waters Act, 1922," which is calculated to affect important industries other than those specifically concerned in this measure, this Association urges the desirability of consultation by the Board of Trade with the Association of British Chambers of Commerce prior to any such future legislation being submitted to Parliament.

### 8. Expenditure on Direct Public Assistance.

That the Executive Council be asked to consider whether complete registers of persons receiving benefits from public funds should be kept, and that a complete annual return of annual expenditure out of rates and taxes on direct public assistance with details of the costs of administration should be made, and that in all cases an annual estimate should be prepared of public expenditure on public assistance.

### 9. Imperial Penny Postage.

That this Association of British Chambers of Commerce strongly urges that, with a view to encouraging closer commercial relations and to improving and extending trade and commerce within the Empire, Imperial Penny Postage should be adopted by the Governments of all parts of the Empire.

### 10. Sample Post.

That in the opinion of this Association it is imperative for the furtherance of Trade that the pre-war post rates for business samples should be reinstated, as the present rate—which is the letter post rate—constitutes a very serious charge on business.

### 11.—Representation on Local Authorities

That, in the opinion of this Association, Directors and Officials of Limited Companies who may not be qualified as individual local ratepayers ought to be eligible for election to the District or the Borough Councils in the areas in which their business premises are situated.

## FOREIGN AND COLONIAL AFFAIRS.

### 12. Commercial Arbitration.

(1) The Association of British Chambers of Commerce declares its emphatic approval of the Protocol on International Commercial Arbitration recently prepared by the League of Nations (Economic Section). Being convinced from wide experience of the benefit accruing to commerce from the free use in contracts of properly validated arbitration clauses, not only as a means of ensuring speedy, cheap and equitable settlement of disputes, but also as a powerful deterrent to unjustified disputations in trading relations.

And being satisfied that the Protocol is so drafted as to secure adequate validation of arbitration clauses internationally, the Association hereby urges H.M. Government to indicate forthwith their determination to sign the Protocol as soon as it is open for ratification.

(2) Furthermore, the Association requests H.M. Government to take steps to bring about an agreement similar to the Protocol with certain countries not at present members of the

League of Nations, notably. the great commercial country of the United States of America.

(3) The Association congratulates the League of Nations on the eminently satisfactory result of their labours in the field of arbitration, and expresses the hope that all the member States will ratify the Protocol.

(4) The Association takes this opportunity of recording its appreciation of the facilities for the actual carrying out of International Arbitration existing in the Court of Arbitration of the International Chamber of Commerce and points out that the work of this body (already of proved benefit to trade) will at once assume greater strength and wider importance from the hoped-for ratification of the Protocol.

### 13. Commercial Treaty with Brazil.

That a representation be made to His Majesty's Government, urging that early negotiations be entered into with the Government of Brazil with a view to the conclusion of a Commercial Treaty embodying the most-favoured-nation clause.

### 14. Food Supplies from Overseas.

That this meeting of the Association of British Chambers of Commerce requests the Executive Council of the Association to urge the President of the Board of Trade to include the question of Food Supplies from Overseas Dominions, Dependencies and foreign countries on the agenda to be discussed at the forthcoming Economic Conference in October, 1923.

### 15. Invoice Declarations for Goods shipped to Overseas Dominions.

That in order to obviate the inconvenience and confusion occasioned by reason of the fact that in many instances different forms of Invoice-Declarations are required by British Overseas Dominions, this Association desires to urge that a common form of Invoice-Declaration should be agreed upon by the various British Colonies and Overseas Possessions generally.

### 16. Protection of British Lives and Property in China.

That inasmuch as the present unrest in China is going from bad to worse, with the result that British lives and property are in jeopardy and British Trade with the interior of China is seriously threatened, the Executive Council of the Association be requested to take into consideration the desirability of immediate representations to His Majesty's Government on the matter.

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### Vote of Thanks to the President.

Mr. George H. Cooper (President, British Chamber of Commerce in Uruguay) moved, and Mr. George A. Mitchell (President, Glasgow Chamber of Commerce) seconded that the best thanks of the meeting be accorded to Sir Arthur Balfour, K.B.E. (President), for the admirable manner in which he had conducted the business of the meeting.

The resolution was passed with acclamation.

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The following resolution was referred to the Executive Council :

### Assessment of Real Property for Rating and Taxation purposes.

This Association is of opinion that the present system of Rating and Taxing Real Property is inadequate, anomalous and unfair. Neither Assessment Committees nor Commissioners of Income Tax have the requisite expert knowledge, and the methods adopted neither inspire confidence nor give satisfaction. It is unreasonable that the contribution levied upon Real Property for Police, Education and other purposes to which the Imperial Exchequer contributes, should be levied in part upon an Assessment determined by a Committee appointed by Boards of Guardians, and in part upon another Assessment of Commissioners of Income Tax upon a different basis.

And this Association urges His Majesty's Government to re-cast the system of Rating and Taxing Real Property and set up one competent authority for the Assessment of Real Property for Rating and Taxation on a fair and equitable basis and to defer the revaluation of Real Property for Income Tax purposes until this authority is set up.

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The following resolution was carried, but without sufficient majority for action to be taken thereon :

### Trade Facilities Act.

That representations be made from the Association to the Trade Facilities Advisory Committee that while no objection can be taken to arrangements being entered into by the Government where the production of raw material to increase the sources of supply for manufacturers in this country is concerned, the Association strongly urges that the principle be strictly adhered to that financial support be not given to undertakings of which the object is the production of finished goods to compete with British manufactures.

———:o:———

## THE PORT OF BRISTOL.

The representatives of the International Navigation Congress have been taking advantage of their meeting in London this year as an occasion for visiting ports and inspecting dock facilities. They selected Wednesday, July 11th, for Avonmouth. The date happened to coincide with the presence in the West of England of a very strong representation of the Great Western Railway, including the Chairman, several Directors, and the chief officials. Representatives of the London, Midland and Scottish Railway were also present. The local honours of entertainment were vested in the Lord Mayor and Lady Mayoress (Councillor and Mrs. Dowling), the Chairman (Alderman H. W. Twiggs), and members of the Docks Committee, the Master of the Merchant Venturers (Gerald H. Beloe, Esq.), Chairman of the Bristol Steamship Owners' Association (A. S. Ray, Esq.), the President of the Chamber of Commerce (E. T. Thornton, Esq.), and Docks Officials.

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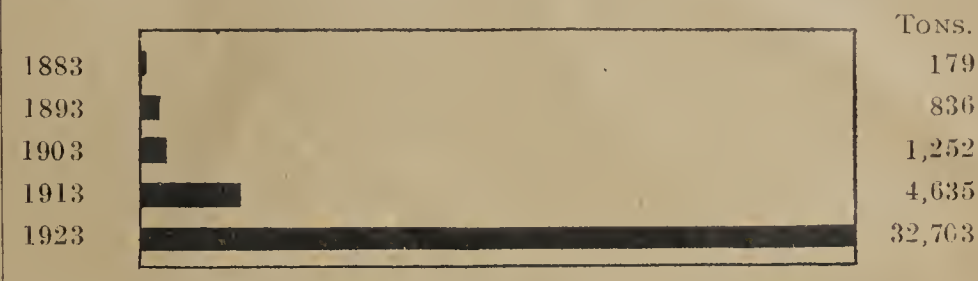
The visitors included representatives from Belgium, Canada, Denmark, Egypt, France, Great Britain, Holland, Italy, Japan, Russia, Sweden and United States. After having

been conducted from Temple Meads station in charabancs to Avonmouth, the delegates were entertained at lunch at the Passenger Station, Royal Edward Dock, prior to inspection of the Docks. Many expressions of thanks were tendered by the delegates for the facilities extended to them, and also of appreciation of the transport features afforded by the Dock Estate.

* * * *

In the course of the short toast list, Alderman Twiggs had referred to the inception of the Great Western Railway in 1833 as having been based upon discussions and subscriptions in Bristol by influential Bristol men. Viscount Churchill in responding expressed his keen appreciation of the past traditions and present importance of Bristol in Great Western Railway estimation. His company, as

The advertisement of the Docks appearing in this Journal draws attention to the Tobacco Trade. A graph showing the imports of tobacco into the Port of Bristol at ten-year




intervals is here reproduced from which it is noteworthy to observe that during the last year the proportion of tobacco taken by the Port of Bristol amounted to 38 per cent. of the grand total of United Kingdom Imports.



Suction Grain Elevator, "Alpha."

owners of Docks themselves, would naturally hold the scales equally for their material development. Bristol, however, had always been the "bright star" in the Great Western crown—the Koh-i-noor—and was likely to remain so.

* * * *

The tour of the Docks under guidance of the chief officials, opened with a general panoramic view obtained from the flat roof of "P" Transit Shed. This general view was followed by an inspection of the grain discharging appliances and bands, Royal Edward Granary, Royal Edward Warehouse, Royal Edward Cold Store, a new Ferro-concrete Wharf, Oil Basin, and Tank Installations, Export Shed "T," Royal Edward Graving Dock, Pump House, Royal Edward Entrance Lock, and the Banana Electrical Discharging Plant.

* * * *

Business at the Port was rather interfered with by the unofficial but semi-national strike of dock labourers during the early days of the month, but there is some satisfaction in the knowledge that the men at the Port of Bristol were neither the first among ports to come out nor the last to return to work.

## PUBLIC CONTRACTS.

*(Contributed.)*

Rarely, if ever, has such unanimity of opinion been expressed as on the occasion of the visit to the Secretary of the Department of Overseas Trade of a deputation organised by the British Empire Producers' Organization. The delegates who were introduced by Mr. Ben. H. Morgan, Chairman of the organization, should have been received by the President of the Board of Trade, who was unavoidably absent.

Some idea of the remarkable nature of the deputation can be gathered when it is stated that the following, among other bodies, were represented: British Empire Producers' Organization, National Union of Manufacturers, Associated Chamber of Manufacturers of Australia, Australian Meat Industry, Australian Sugar Producers' Association, Associated Producers of East Africa, Canadian Manufacturers' Association, Dominion Wine Merchants' Association, South Africa Federated Chamber of Industries, Royal Colonial Institute, New Zealand Meat Board, Empire Tobacco Committee, and the British Engineers' Association.

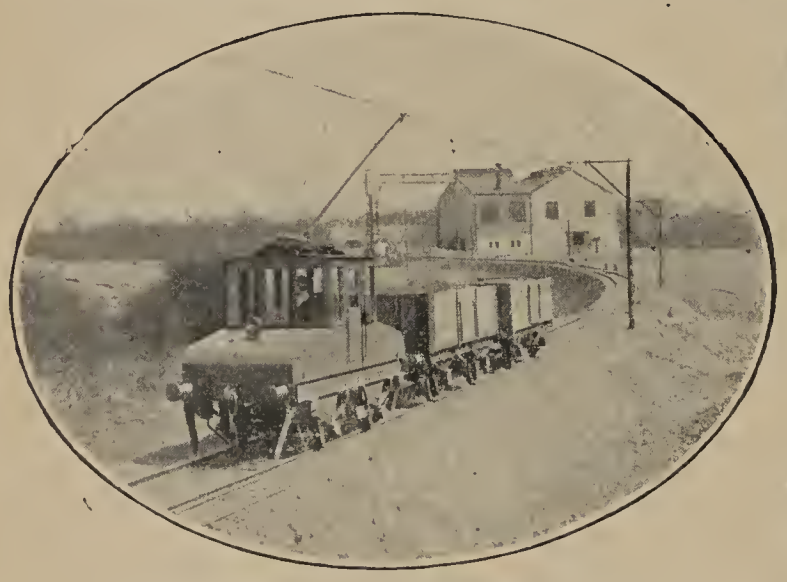
Such a collection of interests to arrive at unanimity on any one question is sufficient evidence of its vitality and urgency. Mr. Morgan pointed out that the deputation represented the preponderating majority of the industries in the entire Empire, and, without exception, they supported the proposal he brought forward. In short it was that it should be obligatory on every Government Department, every railway, and public body in the United Kingdom to buy goods which were only of British Empire origin. Further that they should employ only British labour on their contracts and work.

The deputation had some very good arguments with which to support its claim. The problem of unemployment which the deputation sought to relieve is becoming increasingly difficult to bear, and, in addition, is causing degeneration and social unrest among the workers. Equally important the treatment of the Dominions and Colonies by the Imperial Government is causing considerable anxiety overseas.

The reason for this feeling is not far to seek. In 1921 the Australian Government gave this country preference to the amount of £8,000,000, and the comparative preference returned by this country did not total more than £300,000. On the other hand New Zealand recently gave this country an order for rolling stock at a cost 10 per cent. higher than foreign tenders, and New Zealand also accords us a substantial preference.

Against this the deputation was able to point to a number of recent occurrences. The War Office has passed over tenders from both Australia and New Zealand to supply canned meat to the Army amounting to 1,000,000 tins, and the order went to the United States. A request for an explanation as to why the Dominion tenders were not accepted was not acceded to. Not a few municipalities in this country have also given work to foreign countries at a time when we are spending millions upon unemployment relief. One important point seems to be overlooked by these departments. The British manufacturer is subject to infinitely heavier taxation than his foreign competitor, pays much higher wages, and yet is not encouraged by those who impose these charges.

So far as the Dominions are concerned, there must be one very unfortunate result to this sort of treatment. How can we expect the Dominions to increase or even maintain at their present level the preferences which they give to goods of British manufacture? These are a source of very substantial aid to our trade at the present time, and if we persist in our disregard of their interests it will only aggravate the strained feeling already existing. This policy of Government and municipal departments is working against the expressed intention of the recent Empire Settlement Act. A better distribution of the population of the Empire was aimed at to relieve the congestion at home. What is the use of sending these men overseas unless they become potential buyers of our commodities? In return they are entitled to some consideration from the people at home. Commercial and industrial organizations in the Empire are ready and willing to press upon their local authorities the need for giving preference to Empire goods. All they need is a lead from the mother country.

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## Editorial Notices.

*The Bath Chamber of Commerce accepts no responsibility for the opinions expressed in articles and letters appearing in this Journal. Official information and Reports of Meetings, etc., are prepared with as much care as possible, but the Chamber accepts no responsibility for any error.*

*The Editor will be pleased to consider short articles or letters on subjects of general trade and industrial interest, and insert them, if possible.*

*Inquiries for advertisement spaces should be addressed to the Bath Chamber of Commerce.*

## Chamber Notices.

*Offices :*—3 *Wood Street, Queen Square, Bath.*

*Office Hours :*—9.30 *to* 5 *p.m.* (*Saturdays*, 9 *a.m. to* 12 *noon*).

*Telephone :*—876 *Bath.*

*The Chamber issues Certificates of Origin for all countries where required. Also Identity Certificates and Certificates for Export of Samples.*

*Members desiring information on any commercial matter are invited to communicate with the Secretary.*

*Disputes and differences arising out of commercial transactions may be referred to arbitration under the arbitration rules of the Chamber.*

## Membership.

*The Secretary will be pleased to furnish particulars on application.*

## Meetings.

*In addition to the Annual General Meeting in January, General Meetings of the Chamber are held in February, March, April, May, June, September, October, November and December.*

## General Purposes Committee.

*The General Purposes Committee meet on the third Friday in each month or oftener, if necessary, at the Offices of the Chamber, 3 Wood Street, Queen Square, Bath.*

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# MONTHLY MEETING.

## TOWN PLANNING.

### Mr. A. J. Taylor's Explanation of the Acts.

The Monthly Meeting of the Bath Chamber of Commerce was held at the Guildhall on Monday, June 25th. The President (Mr. E. P. Mallory) was in the Chair.

### Flag Days in Bath.

The Secretary said he had been asked by members to request the Chamber to discuss the question of local flag days, as many felt that the idea had been over-developed.

Most of the members present joined in the discussion, and it was unanimously agreed that the granting of dates should remain as at present—at the discretion of the local authorities.

### Alderman G. F. Powell.

It was decided to send a vote of sympathy to Alderman G. F. Powell, in his regrettable accident, hoping that he would soon be restored to his usual health.

### Town Planning.

Mr. A. J. Taylor gave a highly interesting definition of the Town Planning Acts, in which he stated that town planning means the preparing of a considered plan or scheme on paper, for the future development on ordered lines, of the portion of the city now undeveloped, in some cases to be extended to include land lying in an adjoining local government area. Under the 1909 Act, town planning action was voluntary and the machinery cumbersome, consequently few schemes were prepared, though these were invaluable as "pioneers," and led to the Amending Act of 1919, in which the procedure is simplified, and action becomes compulsory to local authorities of a certain grade, who have to prepare a scheme and submit it for Government approval by December 31st, 1925.

The aspects of town planning, he explained, might be divided up into four points :—(1) Roads. (2) Zoning. (3) Density. (4) Land Units. He felt, in order to take full advantage of the unique opportunity given, and to prepare the best possible plan for our city's future development, it was suggested that the help of the brains among the citizens, both in and out of the Council, be enlisted, and that the matter should also be brought before the public generally.

To this end, the past history and growth of the city, its present conditions and economic shortcomings should be studied, and the lessons learned from such study should be made visible by means of coloured maps, charts and diagrams, care being taken not to overdo the thing, but to profit by the experience of other towns who have tackled, and are tackling the problem.

### Objects of Town Planning.

Mr. Taylor read a statement issued in 1921, relative to the preparation of town planning schemes and consultation of local interests :—

"The purpose of town planning is, by wise forethought, to make provision for the future, so that towns may develop in such a way that the best possible facilities are available for industry, and the most healthy and convenient quarters for residence. The primary object is not the carrying out of works, but, by planning, to avoid the necessity for excessive expenditure, and to ensure that when works have to be undertaken, they shall be done in the most economical and efficient manner, and at the most advantageous time, and that the utmost value shall be obtained for all moneys, whether public or private, spent in development whenever it takes place. Only by these means can efficiency be promoted, and waste avoided.

"However perfect a plan may be on paper, it will have little chance of being successfully carried out unless it commands general public support. Town planning is pre-eminently a matter which concerns the people themselves. Particular classes of the community will be vitally concerned in the effect of a scheme on their special interests—owners and occupiers of land or premises, as regards the value and use of land, and the incidence of the cost of road construction ; business men, in the proper recognition of the claims of business and industry, and their future progress ; road users generally, in the provision of adequate traffic facilities ; architectural and similar societies, in the preservation and promotion of the amenities of the district.

"The Inspectors of the Department will ascertain at local inquiries the extent to which accredited representatives of local interests have been consulted, and the extent to which schemes command their support. Where expedient, the inspectors will be prepared, in conjunction with the local authority, to hold informal conferences for the purpose of considering the effects of a scheme on interests specially concerned."

On the proposal of the Chairman, a hearty vote of thanks was accorded Mr. A. J. Taylor for the valuable information he had so kindly given the Chamber.

The Secretary was asked to communicate with the railway companies to endeavour to get them to arrange special travelling facilities to Bath during the Bath Spa Attractions Week, in October next.

———:o:———

# THE HOUSE ON THE HILL.

## VISIT BY BATH CHAMBER OF COMMERCE. INTERESTING TOUR OF INSPECTION.

### Extensive Activities.

Members of the Bath Chamber of Commerce, to the number of about 40, have gained a good deal of insight into the working of Frome Road House, as the result of a visit which they paid to the institution on July 9th, and their tour of inspection, which lasted about two hours, proved most interesting and enjoyable. To many of the members the visit was quite a new experience, and some were not a little surprised to find that the establishment was of so extensive a character, there being over 300 rooms. Upon arrival the visitors were personally welcomed by Councillor A. A. Hunt (Chairman of the Board of Guardians), Councillor C. Cowley (Chairman of the House Committee), and by the Master and Matron (Mr. and Mrs. F. T. Jackson), and they included the following: Mr. E. P. Mallory (President of the Chamber), Mr. Douglas R. Hatt (Junior Vice-President), Mr. H. Brice Mundy (Secretary), Messrs. C. C. Wills, W. H. Smith, J. H. Cooper, H. Cramond, Len Cramond, C. E. Revell, E. Taylor, E. J. Oram, A. H. Foster, W. E. Underwood, E. W. Batten, H. Sillett, S. J. Shutter, B. Humphries, E. Basson, G. Strange, W. H. Price, C. B. Newman, L. G. Glendell, E. J. Price, H. A. Biggs, A. E. Rickards, etc. Miss Orton, a member of the Board of Guardians, was also present.

### Words of Welcome.

Councillor Hunt said the Guardians welcomed them there that afternoon to inspect their institution. He would like to remind them in the first place that it was not the Workhouse, which vanished several years ago, by, they might say, a stroke of the pen; it was now Frome Road House. He could assure them that the institution to-day was vastly different from what it was many years ago. In former years the people who came there were set to work, but as they went round that day they would probably think it should be called a "Rest House." They tried to make it as comfortable as they possibly could for those inmates who had to spend, perhaps the remaining years of their lives in an institution like that. Mr. Cowley, who was Chairman of the House Committee, which was primarily responsible for the institution, was himself a guarantee that anything that could possibly be done to help those who were down would be done. (Applause.) He hoped that they would find their visit interesting and instructive, and that they would go away feeling assured that the Board of Guardians did what they could for the poor who came to the institution.

### Success of Cottage Home System.

Under the able guidance of the Master, the visitors were conducted over the Institution, commencing with the chapel, and then proceeding through the women's day ward and children's nursery. In passing, Mr. Jackson explained that the Bath Board of Guardians were the pioneers of the Cottage Home movement, which had been in operation now for about 30 years. During the whole of his term of service, 21 years, they had only had two cases, excluding mentals and cripples, returned on their hands. That, he thought, spoke very highly for the system. (Applause.) Upon visiting the laundry, the party found a veritable hive of industry. Fitted out with the most up-to-date machinery, the whole of the washing for the institution, staffs, and Cottage Homes, is done in this well-equipped department, and at one time 13,000 to 14,000 pieces were dealt with every week. The washing is dried by a special hot-air process, and among the many labour-saving appliances is a calender, capable of drying, ironing, and airing sheets at the rate of 78 per hour.

### How a Veteran Inmate was "Admitted."

The party were next shown the dining hall, which is also used for Free Church services, sales of work, and various social attractions which are held from time to time for the enjoyment of the inmates, and the kitchen, pantry, bakehouse and stores were afterwards inspected. On their way to the aged men's ward, the Master pointed out an inmate whom he introduced as "Jimmie." He came to the Institution, he said, in a fish basket, when he was a week or two old, the basket being hung on the present iron entrance gates. He had been an inmate for 76 years, and was now applying for his old age pension! Among other places visited were the various wards in the infirmary, and the asylum block, where many members of the party took the opportunity of going into the padded cell, which is now rarely used, and special interest was taken in the fact that a bowling green has been constructed. The visitors were also taken over the extensive farm belonging to the institution, which is a very valuable asset, and an indication of the extent of the area which is allotted to potatoes alone may be gauged by the fact that about 60 tons of seed potatoes are sown every year. After an inspection of the piggery, which is conducted on highly successful lines, the casual ward was finally visited, where on an average about 20 casuals are admitted every day.

### Tea in the Master's Garden.

The visitors were afterwards entertained to tea in the Master's delightful garden, where the Matron and lady members of the staff had a busy time in keeping pace with the demand for "the cup which cheers," which proved most refreshing after the lengthy itinerary. Mr. E. P. Mallory was in the chair, and the company were joined by the Rev. L. Haxell (Chaplain to the institution), Mrs. Haxell, Mrs. A. A. Hunt, etc.

### Votes of Thanks.

Full justice having been done to an excellent tea, the Chairman returned thanks on behalf of the Bath Chamber of Commerce for the most interesting time they had had. He apologised for the absence of several who had been unable to accompany the party, owing to holidays and other engagements, and said he was sure it was the loss of those members who had not participated with them in the very enjoyable afternoon's outing. They had to thank most sincerely the Chairman of the Board of Guardians, and especially the Master (Mr. Jackson) for acting as their guide and instructor. Mr. Jackson had opened his eyes considerably, and also the eyes of other members of the party, to the wonderful institution that they had in Frome Road House, where every comfort seemed to be studied, and everything possible was done for the unfortunate inmates. If it was convenient to the Chairman and Master for the Chamber of Commerce to bring up a concert party to entertain the inmates later on in the year, they would be very pleased to arrange a date suitable to that

end. (Applause.) The Chairman also voiced the thanks of the company to the ladies for providing tea, and, referring to the interesting visit they had paid to the casual wards, humorously remarked that they none of them knew when they might not be glad to enjoy the hospitality of so good a landlord as Mr. Jackson appeared to be.

Seconding the comprehensive vote of thanks, Mr. Douglas R. Hatt (as junior Vice-President of the Chamber) said he had very interesting recollections in regard to Frome Road House. Many years ago his father was associated with the institution as a member of the Board of Guardians, and as a boy of 7 or 8 he used to visit it with him every week. He was a very diligent member, and it was practically due to his efforts that trained nurses were installed in the institution. Mr. Jackson seemed to be an absolutely ideal Master, and they offered him their grateful thanks for the great interest he had taken in their visit, and for the lucid explanation he had given them.

### A Reply to Criticism.

The resolution was carried with acclamation, and Councillor Hunt, who first responded, said he was glad to have had the opportunity of welcoming and of showing a body of representative citizens of Bath round the institution, because as they got about their work, and as they walked about the streets of their city, they often got criticised, the criticism being often very ill-advised and ill-informed. The opportunity they had had that day of visiting the institution was, he felt sure, quite a little education to many of them, and he was convinced that any criticism which they might have to offer, after their visit, would be reasonable criticism, and to the point; not ill-informed or ignorant criticism, such as they often had to contend with. (Applause.)

Expressing the pleasure it gave him to know that the members of the Chamber of Commerce had enjoyed their visit, Councillor Cowley said he felt, as Chairman of the House Committee, that the more interest they could get the outside public to take in the institution the easier their work would be. (Applause.) Speaking of the revolution which had taken place in regard to the children of the institution, Mr. Cowley said years ago they used to receive their education in the House, but to-day that was done away with. As soon as they reached the age of three, they were transferred to their Cottage Homes. Eighteen months ago they had seven different Homes, but four of them had been closed down, and the children had been boarded out in the city, so that they became more like ordinary citizens. (Renewed applause.) He thought they would agree that that was the best thing they could do on behalf of the children, who were well cared for and well trained, while those who wished to emigrate were sent across the water, where some were doing extraordinarily well. That was much better than the old system of educating their children in the institution.

### A Tribute to the Staff.

They were very proud of their staff, added the speaker, from the Master right down to the probationer nurses. All of them were devoted to their duties and to the old people that they had there, and it was impossible to praise them enough for the work they did, and for the able manner in which they did it. During the winter months a series of 10 or 12 concerts were arranged by the Entertainment Committee, for which they had always been successful in raising the necessary funds, and they would very much appreciate a concert, or perhaps two, being given by the members of the Chamber of Commerce during the coming season. In the course of the next few weeks he was hoping to raise about £30 for the social enjoyment of the old folk at the institution, in which direction they would be very glad of their help.

Mr. H. Brice Mundy said he would undertake to bring up a concert party, and promised that they as a Chamber of Commerce would give a good concert. In response to Mr. Cowley's appeal, he made a collection at the tea tables, which resulted in a good sum being realised for social purposes.

Mr. Jackson returned thanks for the kind references that had been made, and for the very practical, philanthropic and splendid manner in which the appeal had been responded to. They welcomed very much the business men and ratepayers of Bath coming up and seeing their work. There was no doubt about it that Poor Law and Guardians' work generally was being better recognised than it was 10 or 20 years ago. Guardians came and Guardians went, but each generation of Guardians seemed to go one better than the other, with the beneficial results that they had seen, and while they had men like Councillors Hunt and Cowley on the Board he had no fear for the future. (Applause.) They would go on improving, and the improvement of the institution practically meant its abolition. They had heard Mr. Cowley say that the Cottage Homes had been reduced by more than 50 per cent., and his own little bit was also going. He used to have 700 inmates to look after, and to-day he had 420. He hoped that their visit would be only one of many, and that it would become an annual event. (Renewed applause.)

Before returning to Bath, the party paid a visit to the bowling green, which some of them put to a practical test.

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## MRS. SIDDONS AND BATH.

By Belville S. Penley
*(Author of "The Bath Stage").*

### Mrs. Siddons as Hamlet.

In the season 1780-81, which opened on September 19, with "Jane Shore," Mrs. Siddons brought out her sister, Miss Kemble, who appeared on the opening night in the title role, Mrs. Siddons playing Alicia, and Mr. Brunton, from Norwich, also making his first appearance as a member of the company. Again Mrs. Siddons was seen in a great many parts. Her benefit was taken on January 17, 1781, the play selected being "Jane Shore," in which she and her sister reversed the parts mentioned above, and "All the world's a stage," "the entertainment to conclude with an address to the Audience." On this occasion there was an innovation in the arrangement of the house for which it was considered necessary to offer "the most humble apologies." Owing to the "kind exertions of her friends" the demand for accommodation was so great that Mrs. Siddons was induced to "lay the Pit and Boxes together" as stalls, reserving a few front rows in the gallery "for the gentlemen of the pit" and entreating "their indulgence for this liberty." The benefit produced the handsome sum of £124.

The company removed to Bristol in June 1781 (they had done so in the previous September), where they acted three times a week and where Mrs. Siddons took another benefit on July 9, which realised £100. Miss Kemble also took a benefit, the entry in Genest's "English Stage" concerning which is interesting:

> June 27th. For benefit of Miss Kemble and Mr. Siddons. "Hamlet" (altered partly by Garrick and partly by Lee): Hamlet (for that night only), Mrs. Siddons, her first appearance there in that character and sixth time of performing it. Guildenstern, Mr. Siddons. Queen, Miss Kemble—£65 10s.

*(To be continued.)*

## Chamber and other Notices.

*Office :*—40 *Fore Street.*

*Office Hours :*—10 *a.m. to* 5 *p.m. Wednesdays to* 1 *p.m.*

*Telephone :*—115.

*Commercial Publications :—Books of Reference, Board of Trade and Consular Reports, etc., are at the service of the members and may be seen at the Secretary's Office.*

*The Secretary will be pleased to answer Railway, Postal, Fiscal and other enquiries on commercial matters, or will obtain special information from Government Departments, Consuls abroad, etc.*

*The Commercial interests and prosperity of Trowbridge and district are the Chamber's chief concern.*

*The Chamber issues Certificates of Origin for all countries where required.*

*Meetings :—The Council meets at the Town Hall, on the last Monday in each month. The Chamber meets quarterly, notice of which is sent to members.*

———:o:———

## MARKING GOODS AND CONTAINERS FOR AMERICAN MARKET

THE ANTI-DUMPING ACT OF THE UNITED STATES:

Attention is called to the following communication received from Major Robertson Honey, American Consul at the Port of Bristol :—

The readers of the Journal have already been notified by your publication (July issue, 1922, page 187) to the effect that every article exported from this consular district to the United States should be marked, branded, labelled or stamped so as to indicate the country of origin, provided, of course, that the same can be done without injury to the article. Furthermore, the case or container of the goods exported should also be similarly marked.

Attention is again directed to these matters for two reasons; first, because the United States Government has provided penalties for violation of the foregoing since the notification above referred to was made, and, secondly, because all the exporters of the district have probably not had their attention directed to the points and are not complying with the provisions.

There is no Anti-Dumping Act in this country and your exporters, consequently, are not on their guard with reference to such an Act.

Speaking in a very general way and in a much curtailed and abbreviated fashion, the Act is violated if the goods, packed and ready for shipment to the United States, are sold to the American importer at a figure lower than that which they would fetch in the home market for domestic consumption on the same day. The Act applies to non-dutiable as well as to dutiable imports and penalties are provided for violations.

A few copies of the United States Anti-Dumping Act are at the consulate, 44 Corn Street, Bristol, but the supply is not sufficient to permit of distribution; a copy, however, would willingly be loaned upon request by mail or otherwise.

## CREATION OF CHAMBERS OF COMMERCE.

INTERESTING NEW PROPOSALS.

The growth of the influence of Chambers of Commerce has been demonstrated from time to time. A movement is now afoot for the creation of further Chambers wherever there is a population of 25,000 inhabitants and over.

In order to achieve this end, an organising officer is to be appointed, with the view to the establishment of new Chambers and the strengthening of existing Chambers, and also to assist in bringing about the amalgamation and affiliation of other organisations of a similar character. It is possible that more than one organising officer will be appointed.

It is also recommended by the Improvements Committee of the Association of British Chambers of Commerce that a commercial passport or letter of introduction be issued to members of affiliated Chambers who intend travelling abroad for business purposes with a view to members obtaining assistance from Chambers of Commerce in various parts of the Empire and the United States.—*Financial Times.*

Monthly Journal of the
BRISTOL & WEST OF ENGLAND
Chambers of Commerce.

———:o:———

**SPECIAL NOTICE.**

This Journal is sent **post free** to every leading British Chamber of Commerce in the United Kingdom and overseas, to all the principal British consuls, public officials, and a selected list of buyers.

Manufacturers and merchants who desire to include their industries in the publicity portion of the Journal can obtain full details as to rates, etc., on application to

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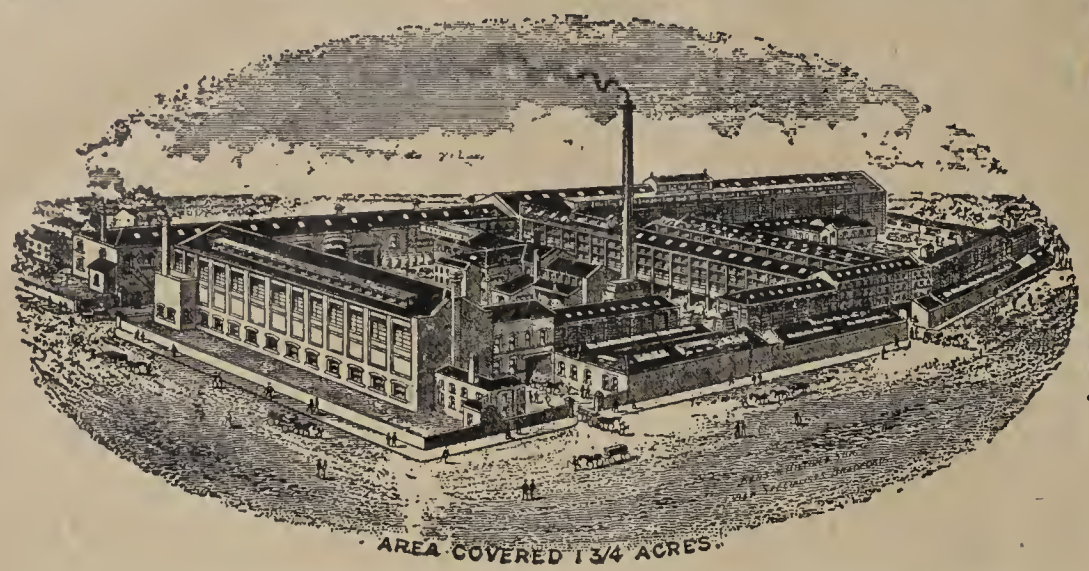
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| Lime (CaO) | 0.44 | ,, |
| Potash ($K_2O$) | 1.66 | ,, |
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| Loss when calcined over 109° C. | 8.90 | ,, |
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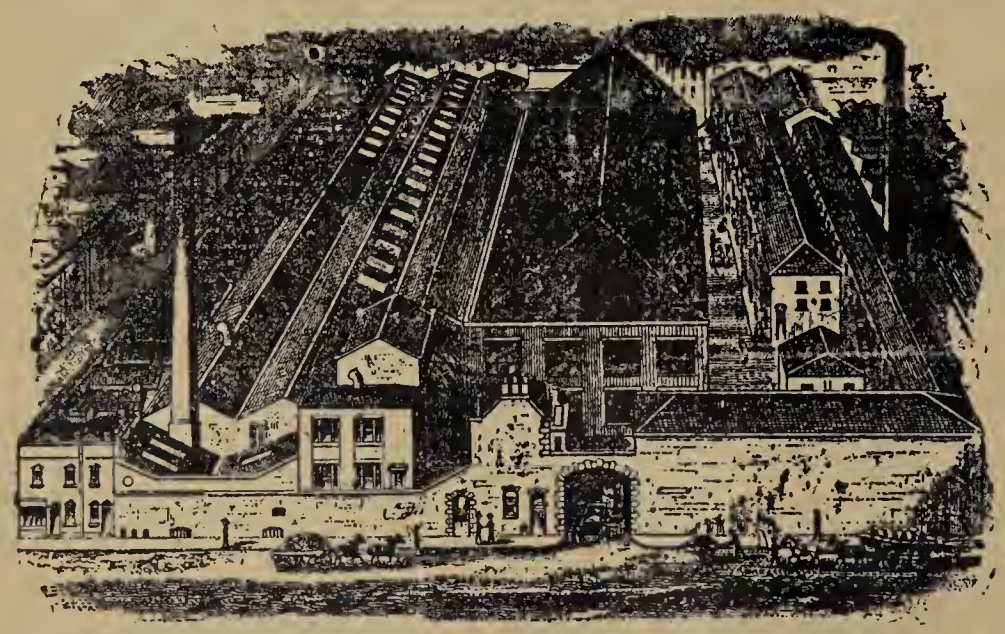
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BRISTOL BATH TROWBRIDGE

# CLASSIFIED TRADE INDEX

The following are Code abbreviations:—

4th Ed.—A B C (4th Edition). 5th Ed.—A B C (5th Edition). B.—Bentley's. E.—Engineering. L.—Lieber's. M.I.—Marconi International P.—Private. W.U.—Western Union.

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**Wilson & Co., Ltd.,** Brewery and General Engineers, Iron and Brass Founders, Vat and Back Makers, Coppersmiths, Welshmill Road, Frome. Tel. Address: "Wilson, Frome." Tel. 22. Advt. page vii.

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**Cattybrook Brick Co., Ltd.,** Manufacturers of Light, Dark and Plum Red Facing and Moulded Bricks, Buff and Blue Bricks, Fire Bricks and Clays, Boiler Seatings, Flue Covers, Slabs, etc., Provident Buildings, 15 Clare Street, Bristol. Telegrams: "Cattybrook, Bristol." Telephone No. 54 Bristol. Advt. page xvi.

## BUILDING SOCIETY.

**Bristol, West of England and South Wales Permanent Building Society.** Founded in 1850 to afford safe investment, and to lend money on mortgage. Secretary: Richard Lowe, 9-11 St. Stephen's Street, Bristol. Advt. page iv.

## BUILDERS & CONTRACTORS.

**Thomas Weeks & Sons, Ltd.,** Building Contractors to H.M. Office of Works, War Office, and Corporate Bodies, Ashton Gate, Bristol. Telegrams and Telephone No. Bristol 3038. Advt. page xxvi.

## CABLES.

**Siemens Brothers & Co., Limited,** Cables for Power Transmission. Every length of cable manufactured by us embodies over half a century's experience. Woolwich, London, S.E. 18. Telegrams: "Siemens, Woolwich." Telephone City 6400. Advt. page 2 of cover.

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## CHEMICAL MANUFACTURERS.

**United Alkali Co., Ltd.,** Netham Works, Bristol. Head Office: Cunard Building, Liverpool. Advt. page xviii.

## CIDER.

**Carr & Quick, Ltd.,** Makers of "The Wine of Devon," the Cider which stands alone, 15-16 Queen Street, Exeter. Telephone: "Wine, Exeter." Telephone Nos. 598, 599, 600 Exeter.

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## CLOTHING MANUFACTURERS (WHOLESALE)—*continued.*

**Chas. Wills & Sons, Ltd.,** Manufacturers of Men's, Juveniles' and Ladies' Clothing. Wholesale and Export only. Rupert Street, Bristol. Telegrams: "Rupert, Bristol." Telephone No. 1451, Bristol.

## COAL.

**East Bristol Collieries, Ltd.,** Colliery Proprietors, Coal Factors and Merchants, Speedwell Road, St. George, Bristol. Telegrams: "Coal, Bristol." Telephone No. 93 Kingswood. Advt. page xxiii.

## COCOA AND CHOCOLATE MANUFACTURERS.

**J. S. Fry & Sons, Ltd.,** Cocoas and Chocolates of World-wide reputation, Bristol. Telegrams: "Fry, Bristol." Code: 5th Ed. Telephone No. (Order Dept.) 5620, Bristol. Advt. page xx.

## DAIRY PRODUCE.

**Wilts United Dairies, Ltd.,** Dairy Produce, Fancy Provisions, Proprietors "Diploma" Brand Full Cream English Condensed Milk, Trowbridge, Wilts. Telegrams: "Dairy, Trowbridge." Code: P. Telephone No. 106, Trowbridge (3 lines). Advt. page xxiii.

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**Alfred Danks, Limited,** General Engineering work of every description. All kinds of Rainwater and Sanitary Goods for the Building Trade. Emlyn Works, Gloucester. Telegrams: "Pulleys, Gloucester." Telephone No. 896, Gloucester. Advt. page xiv.

**G. N. Haden & Sons, Ltd.,** Specialities: Heating, Ventilation, Hot and Cold Water Supply, Cooking and Laundry Plants, Heat Economisers, Drying Plants, etc., Trowbridge. Telegrams: "Haden, Trowbridge." Codes: 5th Ed., L., M.I. Telephone No. 2, Trowbridge. Advt. page iii.

**Llewellins & James, Ltd.,** Coppersmiths, Brassfounders, Bellfounders, Manufacturers of Tar Spraying Machines, General and Brewery Engineers, Castle Green, Bristol. Telegrams: "Llewellin James, Bristol." Code: 5th Ed. Telephone 3100 and 3101, Bristol. Advt. page xxv.

**Huxham & Brown's.** All classes of machinery for Tanners, Curriers and Light Leather Manufacturers, Exeter. Telegrams: "Huxhams, Exeter." Telephone No. 105, Exeter. Advt. page xxiii.

## ENGINEERS AND FOUNDERS.

**Brecknell, Munro & Rogers, Ltd.,** Manufacturers of Current Collectors and Overhead Fittings for Docks, Sidings, Tramways and Electric Railways. Thrissell Street, Bristol. Telegrams: "Brecknell, Bristol." Code: 5th Ed. Telephone Nos. 5448, Bristol. Page 134.

## FISH, GAME AND POULTRY MERCHANTS.

**Bigwoods Ltd.,** Fish, Game, Poultry and Ice Merchants, Salmon Factors, 59 Baldwin Street, Bristol, also Woolster Street, Plymouth, and Quay, Brixham. Telegrams: "Bigwoods, Bristol." Telephones: Bristol, 2741; Plymouth, 1185; Brixham, 2.

## FLAX & HEMP SPINNERS.

**Stephens Bros. & Martin,** Hemp and Flax Line and Tow Spinners, Weavers' Merchants and Manufacturers, St. Philip's Hemp and Flax Mills, Bristol. Telegrams: "Stephens, Bristol." Code: 5th Ed. Telephone No. 1111, Bristol. Advt. page xviii.

## FRUIT MERCHANTS.

**W. H. Eyles & Co.,** Dried, Green and Canned Fruit Merchants and Importers, Crow Lane, Bristol. Telegrams: "Banana, Bristol." Telephone Nos. 3560 and 3561.

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**J. Chester Langdon,** Agent for Manufacturers of Cotton and Woollen Piece Goods for the Wholesale and Clothing Trades, 61 Broad Street, Bristol. Telephone 190. Telegraphic Address: "Textrine."

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## MOTOR ENGINEERS.

**Harris & Hasell Ltd.,** West of England Distributors of Motor Cars, Commercial Motors, Tyres, etc., 141 Victoria Street, Bristol. Telegrams: "Ribbed, Bristol." Code: 5th Ed. Telephone No. 5454.

## OIL IMPORTERS.

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## PAINT, VARNISH, &c., MANUFACTURERS

**Colthurst & Harding, Ltd.,** Paints, Colours, Varnishes, Oil Boilers and Refiners, Tar and Rosin Distillers, Temple Gate, Bristol. Telegrams: "Phœnix, Bristol." Telephone No. 3931 (4 lines) Bristol.

**John Hall & Sons (Bristol and London) Ltd.,** Manufacturers of Paints, Enamels and Varnishes, Overmantels, Leaded Lights and Mirrors, Broadmead, Bristol. Telegrams: "Hall, Bristol." Code: M.I. Telephone Nos. 256 and 257, Bristol. London: Pancras Road, N.W. Telegrams: "John Hall." Telephone No. 3456/7, Museum, London. Advt. page xxiv.

**James Rudman, Ltd.,** Manufacturers of Paints, Varnishes and Colours, etc., for the Home and Export Trade, Cambrian Colour Works, Bristol. Telegrams: "Rudman, Bristol." Telephone No. 211 Bristol. Advt. page xii.

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## PROVISION MERCHANTS.

**H. H. & S. Budgett & Co., Ltd.,** Wholesale Grocers, Produce Importers and Merchants, Nelson Street, Bristol. Telegrams: "Budgett, Bristol." Codes: 4th and 5th Eds. Telephone No. 1860 (5 lines). Advt. page ii.

**Spear Bros. & Clark, Ltd.,** General Provision and Produce Merchants and Importers, English Cheese Factors, Wiltshire Bacon and Ham Curers and Sausage Manufacturers, 36 Victoria Street, Bristol, and 10 High Street, Bloomsbury, London, W.C.2. Telephone Nos. 2988 and 4740 Bristol; 1092 City, London; 1313 Bath; 2840 Birmingham. Advt. page ix.

**J. B. Williams & Co.,** Provision Importers and Wholesale Grocers, Quay, Gloucester. Telegrams: "Williams, Quay, Gloucester." Code: 5th Ed. Telephone No. 184, Gloucester.

## QUARRY OWNERS.

**Bath & Portland Stone Firms, Ltd.,** Portland Stone and Bath Stone Quarry Owners, Abbey Yard, Bath. Telegrams: "Oolite, Bath." Telephone No. 205, Bath. Advt. page xxvi

**Elm Park and Corsham Down Bath Stone Co., Ltd.,** Bath Stone Quarry Owners and Exporters of Bath Stone to America, Manvers Street, Bath. Telegrams: "Quarries, Bath." Code: B. Telephone No. 919, Bath. Advt. page ii.

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**Whitwill, Cole & Co., Ltd.,** Steamship Brokers and Coal and Coke Exporters, 28 Baldwin Street, Bristol. Telegrams: "Zeal, Bristol." Telephone No. 1137, Bristol. Advt. page iv.

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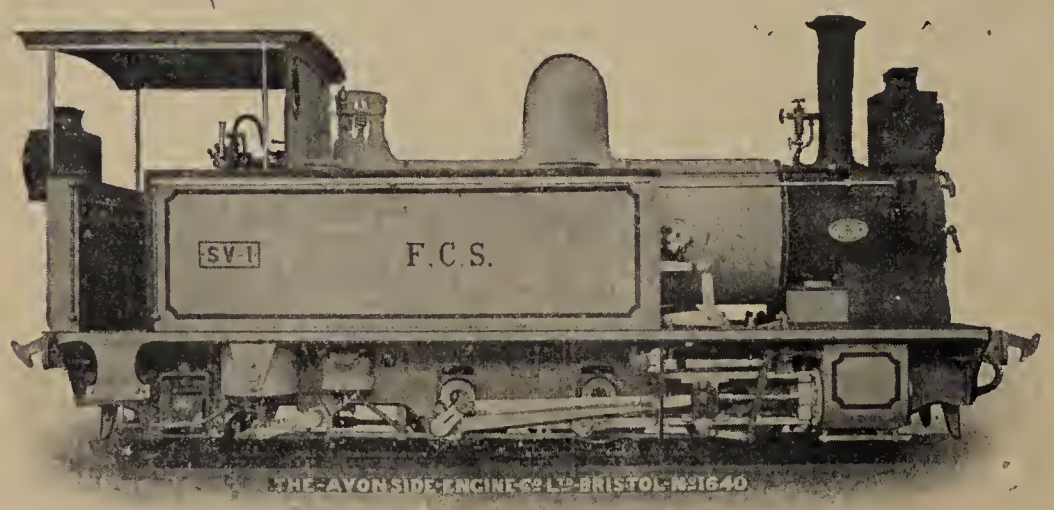
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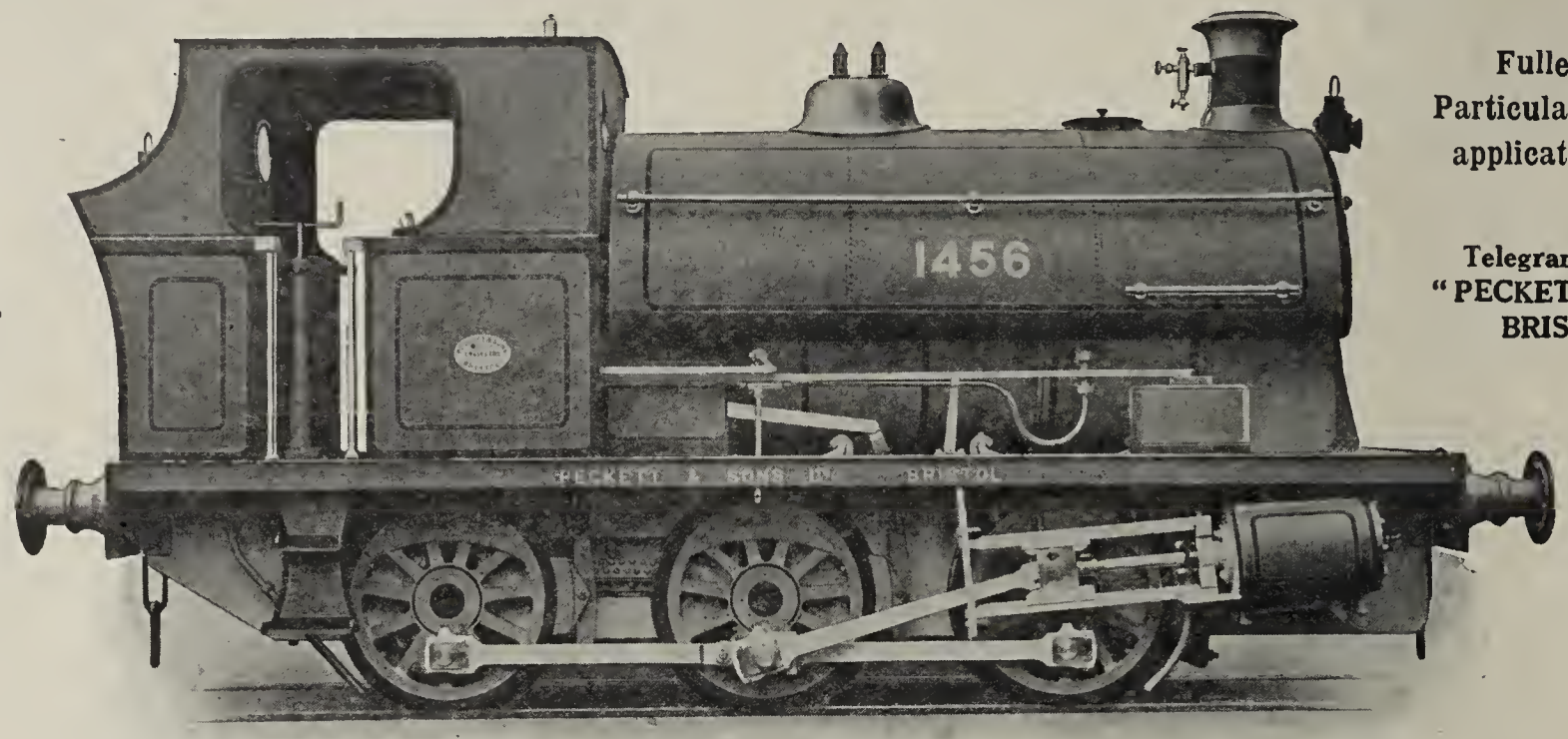
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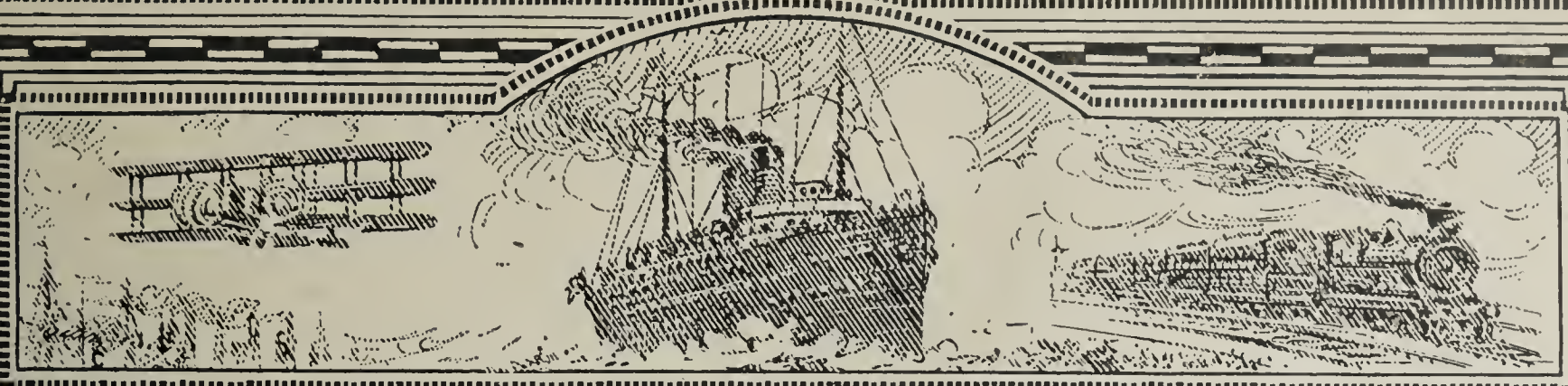
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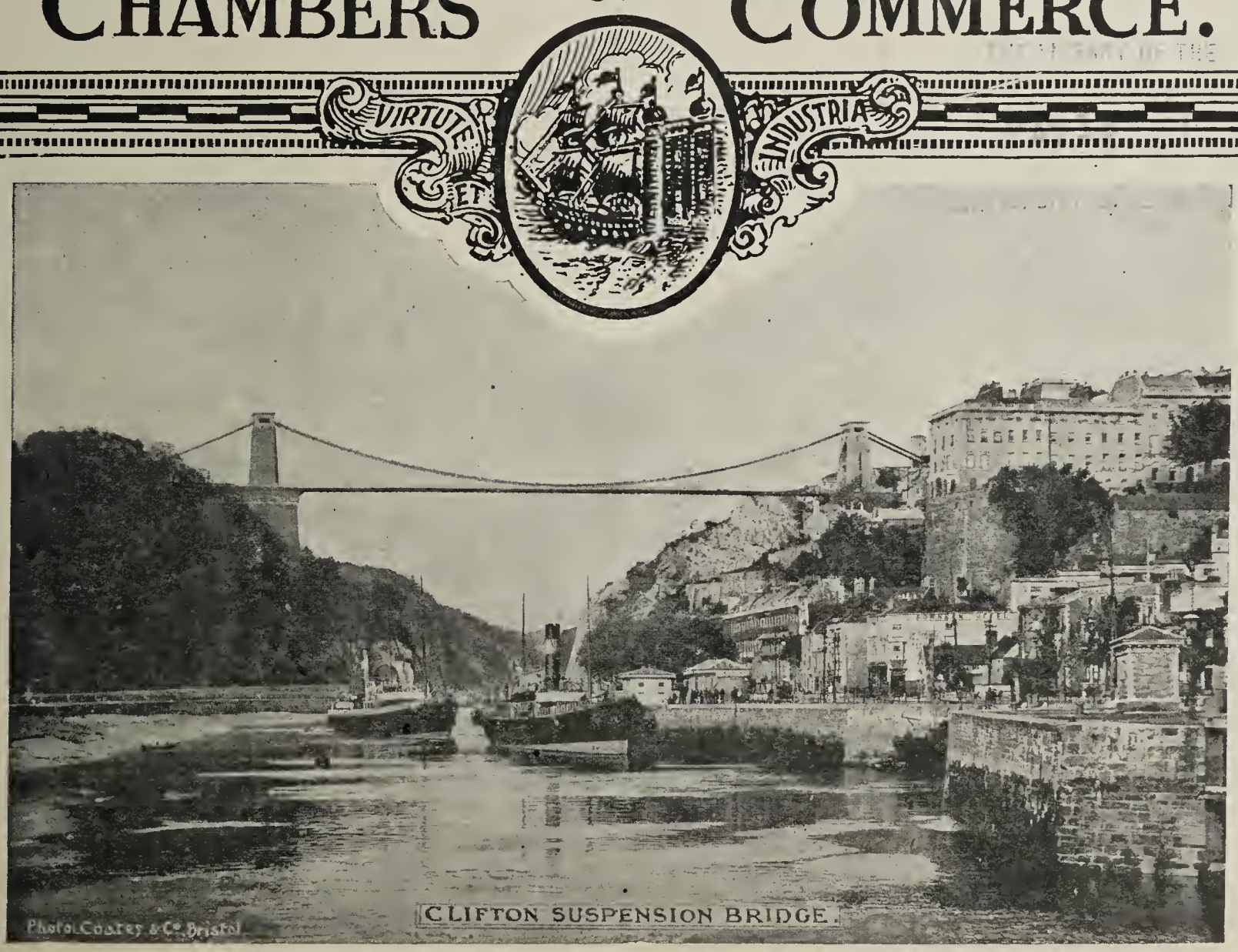
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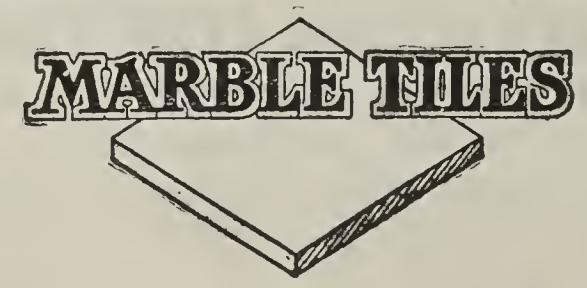
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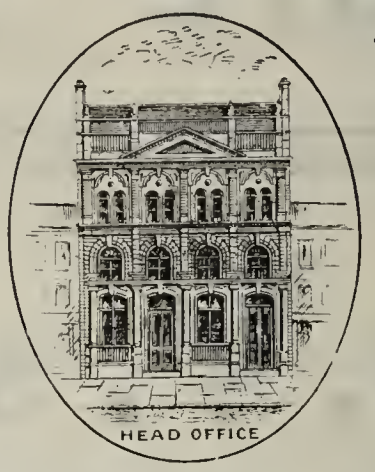
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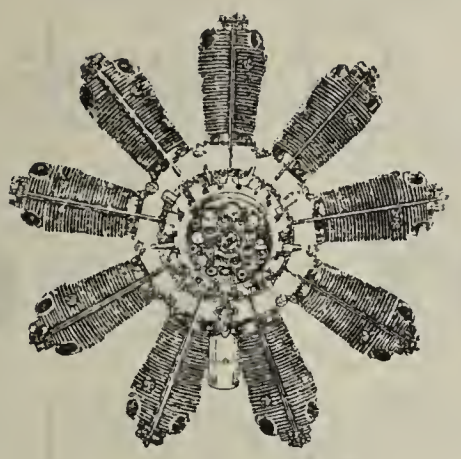
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| ,, | Bristol Steam Nav. Co. | Bristol Steam Nav. Co. | ,, 3831 |
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| **Baltimore** | Cunard | Cunard S.S. Co., Ltd. | ,, 4030 |
| ,, | Baltimore S.S. Co. | F. C. Strick & Co.,Ltd. | ,, 5 |
| **Bayonne** | Hutchison | Turner, Edwards & Co. | ,, 122 |
| **Belfast** | Bristol, Belfast & Glasgow | Mark Whitwill & Son | ,, 5610 |
| **Bideford** | Gilchrist's RegularTraders | Rob. Gilchrist & Co. | ,, 271 |
| **Bordeaux** | Hutchison | Turner, Edwards & Co. | ,, 122 |
| **Bremen** | J. & P. Hutchison | E. Stock & Sons | ,, 73 |
| **Cadiz** | Edwards | Turner, Edwards & Co. | ,, 122 |
| **Canadian Ports** | Cunard-Anchor-Donaldson | Cunard S.S. Co., Ltd. | ,, 4030 |
| ,, | Dominion | Dominion Line | ,, 1808 |
| ,, | C.P.R. | Canadian Pacific Rly. | ,, 1836 |
| **Cardiff** | Gilchrist's RegularTraders | Rob. Gilchrist & Co. | ,, 271 |
| **Central American Ports** | Elders & Fyffes | Elders & Fyffes, Ltd. | Avonmouth 61 |
| ,, ,, | (*via* New York) | Chas. Hill & Sons | Bristol 3948 |
| ,, ,, | ( ,, ,, ,, ) | Cunard S.S. Co., Ltd. | ,, 4030 |
| ,, ,, | ( ,, Amsterdam) | Turner, Edwards & Co. | ,, 122 |
| **Channel Islands** | | Chas. Hill & Sons | ,, 3948 |
| **Charente** | Edwards | Turner, Edwards & Co. | ,, 122 |
| **Charleston, S.C.** | Carolina | Bethell, Gwyn & Co. | ,, 428 |
| **Christiania** | Standard | Whitwill, Cole & Co. | ,, 1137 |
| **Colombia** | Elders & Fyffes | Elders & Fyffes, Ltd. | Avonmouth 61 |
| ,, | (*via* New York) | Cunard S.S. Co., Ltd. | Bristol 4030 |
| ,, | ( ,, ,, ,, ) | Chas. Hill & Sons | ,, 3948 |
| **Copenhagen** | (*via* Amsterdam) | Turner, Edwards & Co. | ,, 122 |
| **Cork** | City of Cork S.P. Co. | City of Cork S.P. Co. | ,, 1942 |
| **Cuban Ports** | (*via* New York) | Chas. Hill & Sons | ,, 3948 |
| ,, ,, | ( ,, ,, ,, ) | Cunard S.S. Co., Ltd. | ,, 4030 |
| **Dublin** | Bristol Steam Nav. Co. | Bristol Steam Nav. Co. | ,, 3331 |
| **Dundee** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Falmouth** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Fiji** | (*via* Sydney) | Bethell, Gwyn & Co. | ,, 428 |
| **Genoa** | Anglo-Italian | Mark Whitwill & Son | Bristol 5610 |
| ,, | Golden Cross | James & Hodder | ,, 5 |
| **Glasgow** | Bristol, Belfast & Glasgow | Mark Whitwill & Son | ,, 5610 |
| **Gloucester** | Regular Sailings | Severn & Canal Carrying Co. | ,, 53 |
| ,, | ,, ,, | T. R. Brown & Son | ,, 2595 |
| ,, | ,, ,, | B. Perry & Sons, Ltd. | ,, 944 |
| **Gothenburg** | Gothenburg | Whitwill, Cole & Co. | ,, 1137 |
| ,, | (*via* Amsterdam) | Turner, Edwards & Co. | ,, 122 |
| **Greenock** | Bristol, Belfast & Glasgow | Mark Whitwill & Son | ,, 5610 |
| **Hamburg** | J. & P. Hutchison | E. Stock & Sons | ,, 73 |
| **Havre** | Worms | James & Hodder | ,, 5 |
| **Hayle** | Gilchrist's RegularTraders | Rob. Gilchrist & Co. | ,, 271 |
| **Hayti** | (*via* New York) | Chas. Hill & Sons | ,, 3948 |
| ,, | ( ,, ,, ,, ) | Cunard S.S. Co., Ltd. | ,, 4030 |
| **Honolulu** | (*via* Sydney) | Bethell, Gwyn & Co. | ,, 428 |
| **Hull** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Kingston (Ja.)** | (Passengers & Mails) | Elders & Fyffes, Ltd. | Avonmouth 61 |
| **Kirkcaldy** | Coast | Coast Lines, Ltd. | Bristol 1942 |
| **Leghorn** | Anglo-Italian | Mark Whitwill & Son | ,, 5610 |
| ,, | Golden Cross | James & Hodder | ,, 5 |
| **Leith** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Levuka** | (*via* Sydney) | Bethell, Gwyn & Co. | ,, 428 |
| **Lisbon** | Edwards | Turner, Edwards & Co. | ,, 122 |
| **Liverpool** | Coast | Coast Lines, Ltd. | Bristol 1942 |
| ,, | Gilchrist's RegularTraders | Rob. Gilchrist & Co. | ,, 271 |
| **London** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Malaga** | Golden Cross | James & Hodder | ,, 5 |
| ,, | Edwards | Turner, Edwards & Co. | ,, 122 |
| **Manchester** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Marseilles** | Golden Cross | James & Hodder | ,, 5 |
| ,, | Anglo-Italian | Mark Whitwill & Son | ,, 5610 |
| **Mexican Ports** | (*via* New York) | Cunard S.S. Co., Ltd. | ,, 4030 |
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| **Middlesbrough** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Nantes** | Hutchison | Turner, Edwards & Co. | ,, 122 |
| **Naples** | Anglo-Italian | Mark Whitwill & Son | ,, 5610 |
| **Newcastle-on-Tyne** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **New Orleans** | Dixie | Chas. Hill & Sons | ,, 3948 |
| **Newport, Mon.** | Gilchrist's RegularTraders | Rob. Gilchrist & Co. | ,, 271 |
| **New York** | Bristol City | Chas. Hill & Sons | ,, 3948 |
| ,, ,, | Winchester | James & Hodder | ,, 5 |
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| **Palermo** | Anglo-Italian | Mark Whitwill & Son | ,, 5610 |
| **Paris** | (*via* Rouen) | James & Hodder | ,, 5 |
| **Penzance** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Philadelphia** | Bristol City | Chas. Hill & Sons | ,, 3948 |
| ,, | Cunard | Cunard S.S. Co., Ltd. | ,, 4030 |
| ,, | Baltimore S.S. Co. | F. C. Strick & Co. | ,, 5 |
| **Plymouth** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Portland, Me.** | Dominion | Dominion Line | ,, 1808 |
| **Portland, Ore.** | Isthmian | Bethell, Gwyn & Co. | ,, 428 |
| **Porto Rico** | (*via* New York) | Cunard S.S. Co., Ltd. | ,, 4030 |
| ,, ,, | ( ,, ,, ,, ) | Chas. Hill & Sons | ,, 3948 |
| **Portsmouth** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Portuguese Ports** | Edwards | Turner, Edwards & Co. | ,, 122 |
| **Rotterdam** | Bristol Steam Nav. Co. | Bristol Steam Nav. Co. | ,, 3831 |
| ,, | (*via* Amsterdam) | Turner, Edwards & Co. | ,, 122 |
| **Rouen** | Worms | James & Hodder | ,, 5 |
| ,, | Hutchison | Turner, Edwards & Co. | ,, 122 |
| **San Francisco** | Isthmian | Bethell, Gwyn & Co. | ,, 428 |
| **Seattle** | Isthmian | Bethell, Gwyn & Co. | ,, 428 |
| **Sicilian Ports** | Anglo-Italian | Mark Whitwill & Son | ,, 5610 |
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| **Stockholm** | East Sweden | Whitwill, Cole & Co. | ,, 1137 |
| **Swedish Ports** | East Sweden | Whitwill, Cole & Co. | ,, 1137 |
| **Torquay** | Coast | Coast Lines, Ltd. | ,, 1942 |
| **Treport** | John Harrison | E. Stock & Son | ,, 73 |
| **Vancouver** | Isthmian | Bethell, Gwyn & Co. | ,, 428 |
| **Vera Cruz** | (*via* New York) | Chas. Hill & Sons | ,, 3948 |
| **Waterford** | Waterford | Clyde Shipping Co. | ,, 2422 |
| **West Africa** | (*via* Amsterdam) | Turner, Edwards & Co. | ,, 122 |
| **West Indies** | Elders & Fyffes (Jamaica) | Elders & Fyffes, Ltd. | Avonmouth 61 |
| ,, ,, | (*via* Amsterdam) | Turner, Edwards & Co. | Bristol 122 |
| **Wexford** | Coast | Coast Lines, Ltd. | ,, 1942 |

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OF THE

BRISTOL AND WEST OF ENGLAND

CHAMBERS OF COMMERCE

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**It is suggested that after this Journal has been perused, it should be circulated among your staff. The advertising pages as well as the literary matter should be of considerable interest.**

## Editorial Notices.

*The Bristol Incorporated Chamber of Commerce and Shipping accepts no responsibility for the opinions expressed in articles or letters appearing in this Journal.*

*Space is necessarily limited, but the Editors will be pleased to consider short articles or letters on subjects of general mercantile, trade, or industrial interest, and to insert them, if possible.*

*Inquiries for advertisement spaces should be addressed to the Bristol Incorporated Chamber of Commerce and Shipping, the Guildhall, Small Street, Bristol.*

## Chamber Notices.

*Offices:—Chamber of Commerce, Guildhall, Small Street, Bristol.*

*Office Hours:*—9.30 *a.m.* to 5 *p.m.* (*Saturdays*, 9.30 *a.m.* to 12.30 *p.m.*)

*Telephone:—Bristol* 368.

*Telegraphic Address:—"Chamber Commerce, Bristol."*

*Council Meetings are held on the third Wednesday in each month.*

*The Chamber is able to give or to obtain information respecting Railway Rates and Conditions, Tariffs, Customs Regulations, Openings for Trade, appointment of agents abroad, and other commercial matters.*

*Certificates of Origin, etc., may be obtained on application to the Secretary.*

———:o:———

# BRISTOL CHAMBER OF COMMERCE MONTHLY MEETING.

## REVIEW OF TAXATION

## BRISTOL CHAMBER SUPPORTS "URGENT" INQUIRY.

### New President

Mr. E. T. Thornton presided at the opening of the monthly meeting of the Council of the Bristol Chamber of Commerce, held on Wednesday afternoon, July 25th, 1923, but subsequently vacated the chair in favour of the newly-elected president, Mr. T. Hosegood Davies. There were also present Messrs. Norman Wills (Paint Trade section), W. N. Tribe, R. Hilton Todd, H. B. Stone, George F. Stone, Henry Stephens (Retail Trades section), Egbert Spear, Clare Smith, G. B. Shipway (Sugar Trade section), Henry L. Riseley, R. G. Hervey, A. Gibbons (Dried Fruit Trade section), Gerard E. Fox, Dr. T. Howard Butler (Coopers' Trade section), Messrs J. Herbert Budgett, Percy Berrill (Steamship Owners' section), C. E. Barry, E. Addenbrooke, and W. J. Hilliar, secretary.

### New Member welcomed.

The President in the name of the Council, extended a hearty welcome to Mr. E. Addenbrooke, who had been nominated to the Council of the Chamber on his appointment as President of the Insurance Institute of Bristol, in succession to Mr. S. H. Palmer.

Mr. Addenbrooke thanked the Council for the reception accorded him, and said he would do his best to assist in the work of the Chamber during his term of office.

### Election of Officers.

The President having explained that the first business of the meeting, under the constitution, was the election of officers, proposed, and it was carried with acclamation:—"That Mr. T. Hosegood Davies be elected President of the Chamber for 1923-24."

Mr. T. Hosegood Davies was then inducted to the chair and invested with the badge of office. He thanked the Council for the honour they had conferred upon him, and expressed the hope that they would give him the same loyal and consistent support that they had extended to his predecessor.

Mr. Charles E. Barry and Mr. Norman Wills were unanimously elected senior and junior vice-president respectively, and made suitable acknowledgment.

### Thanks to Retiring President.

The President said that it gave him very great pleasure to move:—"That the cordial thanks of the Council be given to Mr. E. T. Thornton for the very able and capable manner in which he has conducted the affairs of the Chamber during his presidency, and in particular for the assiduity with which he organised and carried through the celebration of the centenary." He had known Mr. Thornton ever since he came to Bristol and been associated with him not only in the work of that Chamber, but in numerous other ways. His enthusiasm and energy were unbounded, and these good qualities he threw into everything with which he was connected. There certainly had been no exception in the case of the Chamber of Commerce, for its sphere of influence had been extended and its activities considerably increased during his presidency.

Mr. Clare Smith having seconded the motion, it was put to the meeting and carried with acclamation.

Mr. E. T. Thornton expressed his appreciation of the very warm manner in which the resolution had been received and adopted. He desired to thank the Council as a whole for the support and assistance they had given him during the past twelve months, and perhaps in particular, the members of the various Committees, who had given of their best to the Chamber. In this work their one and only guiding principle was the welfare of the city and port, and so long as this spirit prevailed they need have no fear.

### Standing Committees.

The Standing Committees of the Chamber were appointed *en bloc* but the Committee of General Purposes were asked to consider and bring up a report as to the advisability of widening the representation in view of the increased size of the Council under the new constitution.

### Railways Joint Committee.

Mr. J. Herbert Budgett, chairman of the Railways and Canals Committee, in presenting the report of their recent meeting, stated that the subject of the formation of a local joint committee, or railway and traders' conference, for the Bristol area had been before the Chamber for some time past.

There had, however, been variations made in the scheme from time to time, and the Committee had considered it would be useless to proceed with the work of formation until the responsible authorities had come to a settlement on the points at issue. Agreement had recently been reached and the constitution and functions of Area Committees precisely defined. Immediately this was known, the Railways and Canals Committee of the Chamber had met and entered upon the work of establishing the Committee or Conference for the Bristol area. Considerable progress had been made, and he hoped that before the Council next met the Joint Committee for this city and district would actually be in being.

### Avonmouth 'Phone Exchanges.

Mr. E. T. Thornton referred to the decision on this subject arrived at by the City Council, at their meeting on the 10th inst., arising out of a report from the Docks Committee, and the Council decided that the time was now opportune to seek an interview with the new Postmaster-General who, up to the present, had not had the position explained to him personally.

### Loan Capital Duty.

Mr. Clare Smith said this was a question which interested all who were directors of limited liability companies, and it would be well for them to examine carefully any cases in which claims were being made and persisted in by the Inland Revenue authorities.

The Association of British Chambers of Commerce and the Bankers' Association were acting in unison, and counsel's opinion was being taken on the matter. He suggested, and the Council agreed, that the appropriate Committee of the Chamber should endeavour to collate information that might be useful in the preparation of the case.

### Commission on Taxes.

Mr. J. Herbert Budgett reported that the Council of the Association of British Chambers of Commerce at their meeting on the 10th inst., decided to make the following representation to the Prime Minister :—

" This Council are unanimously of the opinion that it is most urgent and imperative for His Majesty's Government forthwith to review the whole problem of taxation by a Royal Commission representative of political, financial, and industrial interests, with instructions :—

" (a) To investigate the cost of collection of various forms of taxation, and to recommend what steps, if any, should be taken to reduce the cost in each form of taxation so as to increase the net yield.

" (b) To investigate the line of demarcation between national and local taxation, so as to confine local taxation to the amount required for meeting expenditure appertaining strictly to the localities on which such local taxation is imposed.

" (c) To investigate the relative contributions to the national income of productive industries (including agriculture), trade, commerce, and foreign investments.

" (d) To investigate the relative numbers of those whose livelihood depends upon productive industries (including agriculture) and trade, commerce, professions, Government offices, foreign investments, and other non-productive sources of income.

" (e) To ascertain whether, to what extent, and by what means, taxation may be adjusted to maintain the national income unimpaired while ensuring employment of all workers by reducing relative taxation of those industries or occupations which otherwise could not continue, and whose disappearance would cause unemployment.

" (f) To investigate and recommend what concessions, if any, should be granted in taxation of new industries to encourage the establishment of further productive industries and consequent increased employment of labour.

" (g) To review generally the form, economical method of collection, incidence, relief, and relative adjustment of national and local taxation."

### Severn Bridge and Rail Extension.

Proposals for the construction of a road and rail bridge across the Severn from Aust Cliff to Beachley, and the extension of the Great Western Railway line from Cirencester to Fairford were referred to the Railways and Canals Committee of the Chamber for consideration and report.

———:o:———

## THE LATE MR. CHARLES E. MUSGRAVE.

It was with great regret that I, in common with very many other friends, read the announcement of the death on August 3rd, of Mr. Charles Edwin Musgrave, who has held the important position of Secretary to the London Chamber of Commerce for the past fourteen years. He possessed extraordinary powers of organisation, and was consequently enabled to carry out most valuable work, particularly during the war and in connection with the last two Congresses of the Imperial Council of Commerce, of which he was Honorary Secretary. His tact and resource were often used successfully in smoothing differences of opinion which appeared incapable of adjustment, but he will chiefly be held in remembrance by many for his pleasant, kindly disposition. Born in 1861, he was originally a journalist on the staff of *The City Press* and *The Citizen*, but entered the employment of the London Chamber of Commerce in 1882, becoming Assistant Secretary in 1884, and Secretary in 1909. He organised the Eighth Congress of the Imperial Council of Commerce which met in London in 1911, and, in conjunction with Canadian friends the Ninth Congress held in Toronto in 1920. During these he was always most courteous and helpful to any who came to him for assistance, although much occupied by his important and responsible duties. Mr. Musgrave had many interests outside his particular work, and he found time to compile a History of the London Chamber of Commerce from its beginning in 1881 until 1914 and was joint author of a book upon the Factory and Workshop Act. To us in Bristol, and especially to Mr. Hilliar, I understand, Mr. Musgrave has been a good friend, by whom valuable advice was always most generously given.

CECIL POWELL.

———:o:———

## BRITISH EMPIRE CHAMBER OF COMMERCE IN THE UNITED STATES OF AMERICA.

This Chamber, which was established to facilitate and encourage commerce between the United States and the British Empire, desires to bring to the attention of British manufacturers and merchants the facilities which it has to offer :—

These include :—Assistance in the securing of agents or in

the establishment of connections; arbitration facilities; business introductions; information and assistance regarding incorporation procedure; statistics of production and foreign trade; trade reference library; general trade information, office facilities etc.

Enquiries by mail are welcomed and every effort made to supply expeditiously the information desired.

The Chamber would be glad if British traders would send from time to time catalogues of latest issue. These are displayed where they can be seen by visitors, and are also used by the Chamber when names of British exporters are requested.

The Office of the Chamber, to which enquiries or catalogues should be addressed, is in Cunard Buildings, 25 Broadway, New York.

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# ASSOCIATION OF BRITISH CHAMBERS OF COMMERCE.

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## RETENTION OF EXCEPTIONAL RATES
### UNDER THE RAILWAYS ACT, 1921, SECTION 36

A Deputation representative of the various organisations constituting the Traders' Co-ordinating Committee met the Railway Companies at the Railway Clearing House at 10.30 a.m. on Wednesday, 1st August, 1923, for the purpose of considering the procedure to be adopted in connection with the provisions for the retention of existing exceptional rates laid down in Section 36 of the Railways Act, 1921.

About twenty representatives of the Railway Companies were present with Mr. J. Pike, O.B.E., (London, Midland & Scottish Railway) in the Chair, the Association being represented by Mr. J. Andrew (Sheffield); Mr. R. W. Bradley (Manchester); Mr. J. J. Hughes (London); Mr. W. A. Winson (Hull); Mr. G. Henry Wright (Birmingham); and Mr. W. B. Butler (Secretary of the Transport Sub-Committee).

Traders have been pressing the Railway Companies for some months past to give some indication as to how the Exceptional Rates were to be tabulated so that they could be retained, and Mr. Pike, in his opening remarks on August 1st, stated that the task would be of great magnitude not only to the Traders but also to the Railway Companies in dealing with these Exceptional Rates. Something like 90/100 million rates were on the rate books of the Railway Companies at the present time and 50/60 million of these were Exceptional Rates. It was very necessary that the Traders should make application for the retention of these Exceptional Rates as the Railway Companies had every reason to believe that a large number were obsolete; therefore, those rates that were not used, it was not desirable they should be put upon the new rate books.

From a test taken out by the Railway Companies at a fairly large industrial station they found that only about 20% of the Exceptional Rates were used during a period of 2 years, and it was fair to presume that probably half of the Exceptional Rates are not used and need not be brought forward on to the new books.

Section 36 of the Act gives the Traders their rights as to the continuance of the Exceptional Rates and so long as they have been agreed to by the Traders and the Railway Companies they will continue, or, failing agreement, if the Trader has asked the Railway Companies for their retention they will remain until the question is settled by the Railway Rates Tribunal. It will therefore be seen that the rates are kept alive.

Mr. Pike thought it was the intention of the Railway Rates Tribunal that after the standard charges had been fixed they would operate six months later; the Exceptional Rates would then be considered by the Railway Rates Tribunal and a very limited time given for their consideration. The Exceptional Rates in operation on the day before the appointed day would remain in force so long as the Traders had made application for their retention.

It was desirable that some co-ordination should take place with the Traders as to the application for the retention of the Exceptional Rates although this was not in accordance with the Act. The Traders would realise the task would be greatly magnified if all Traders made separate applications as, in many cases, a large number of Traders would be asking for the retention of the same rates, and this would throw additional work upon the Railway Companies, which they wished to avoid.

The stations were required to be set out in alphabetical order, on the following lines:—

| | |
|---|---|
| Aberdeen & London | London & Manchester |
| Birmingham & London | London & Nottingham |
| Derby & London | London & Truro |
| | London & York, &c., &c. |

Iron Ore, Pig Iron, Scrap and Group rates to be shown on separate lists.

The Railway Companies desired a certificate that the rates have been used since Ist January, 1921, as they did not want Traders to make a copy of the rate books and send the same along asking for the retention of those rates.

It was pointed out by Mr. Andrew that in 1913 the Exceptional Rates used by the Sheffield Traders were numerous owing to the large volume of traffic passing over the Railways during that year, whereas in 1921-2-3 many of the Exceptional Rates were not used because traffic was not passing, due to the slump in business.

Mr. Pike considered such rates should remain on the rate books seeing there was a reasonable prospect of their being used.

The Traders asked the Railway Companies to consider that all Exceptional Rates should continue, as per Section 38, Clause 7, of the Railways Act, 1921, for a period of 2 years and if the rate was not used during that time or owing to its non-use, due to the abnormal conditions of trade, the Railway Cos. should cancel same.

The Traders also asked the Railway Companies to consider that the headings of the form and certificate should be altered to read:—

"Application for the Retention of the Exceptional Rates."

"The Exceptional Rates applied for are those which have been used since 1st January, 1921, or where they have not been used it is due to the abnormality of trade."

The Railway Companies promised to consider the points raised by the Traders, and Major-General Long having thanked the Railway Companies for receiving them the Deputation then withdrew.

Appended is a copy of the form which the Railway Companies passed to the Traders' representatives during the discussion.

EXCEPTIONAL RATES USED SINCE 1ST. JANUARY, 1921.

| Stations Between (1) | Traffic (in terms of Revised Classification) (3) | Class in Revised Classification. (4) | Base Rate, i.e. without Percentage or Flat Rate Addition. (5) | Full Conditions of Rate charged, e.g., 2-ton Lots, S. to S., O.R. (6) |
|---|---|---|---|---|
| | | | | |
| | | | | |

I/We certify that each of the above-named rates has been used by me/us for traffic passing since 1st January, 1921.

(Signed) _____

Address _____

Notes :—Columns 1 and 2—Names of Stations to be shewn in strict alphabetical order. The Station coming first in the alphabet in the case of rates between each pair of points to be shewn in Column 1.

Column 5 :—The Base Rate is required to enable the Railway Companies to ascertain the rate in operation immediately before the "Appointed Day."

## TRANSLATION OF ARGENTINE CUSTOMS TARIFF.

The Association of British Chambers of Commerce is informed by the British Chamber of Commerce in the Argentine Republic that the above publication is being prepared by one of their members, Mr. George Wilson-Rae, under the patronage of the Chamber. The publication will be issued in English and Spanish and the Chamber has no doubt that it will find ready acceptance amongst firms in the United Kingdom who trade with the Argentine Republic.

It is understood that the book will be published towards the end of this year.

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## FUR FARMS IN CANADA.

The remarkable development in recent years of the production of furs from domesticated animals on farms in various parts of Canada is illustrated by a report just received by the High Commissioner for Canada in London from the Dominion Bureau of Statistics dealing with the Canadian Fur Farming Industry at the end of 1922.

The total number of fur farms in Canada last year was 1,009. Of this total 960 were fox farms, 17 raccoon, 13 mink, 3 skunk, I marten, I fisher, 4 karakul sheep, 5 beaver and 5 musk-rat farms. As compared with the 1921 figures, there was an increase last year of 185 fox farms, and of 12 in the number of miscellaneous fur-bearing animal farms.

At the end of last year the number and value of the fur-bearing animals on Canadian farms were as follows :—silver foxes, 21,433, value $5,372,262 ; patch or cross foxes, 1,357 value $100,755 ; red foxes 435, value $8,626 ; miscellaneous fur-bearing animals, 6,645, value $89,345. The total number of all kinds was 29,870, and the total value $5,570,988, compared with 23,105 and $5,977,545 in 1921. The decrease in total value is due to the lower values shown for silver foxes. For the whole of Canada the average value of silver foxes in 1922 was $250, while for 1921 the average was $322. The number of silver foxes on the farms at the end of the year 1922 showed an increase over 1921 of 3,479 or 18 per cent.

*Number of Fur-bearing Animals Born on Fur Farms :* The returns give a total of 18,457 fur-bearing animals born on the farms in 1922, comprising 15,888 silver foxes, 993 patch or cross foxes, 493 red foxes, and 1,083 miscellaneous fur-bearing animals. The increase over 1921 in the number of silver foxes born was 2,630. These figures represent the proportion of pups raised.

*Fur-bearing Animals Sold from Fur Farms :* The total number of all fur-bearing animals sold from the farms in 1922 was 4,220, valued at $925,140, compared with 3,431, valued at $871,205 in 1921. To these totals, silver foxes contributed 3,679 in number and $897,387 in value in 1922, and 2,920 in number and $843,976 in value in 1921.

*Pelts Sold :* The total number of pelts sold from fur farms in 1922 was 5,626, valued at $549,464, comprising 4,512 silver fox pelts valued at $525,408 ; 376 patch or cross fox pelts valued at $17,303 ; 374 red fox pelts valued at $4,449 ; and 364 miscellaneous fur-bearing animals, valued at $2,304. Compared with 1921 there was an increase in the number of silver fox pelts sold but a decrease in total value. The average values for silver fox pelts for the whole of Canada was $116 in 1922 and $125 in 1921.



"Transport *counts*—use Bristol Lines."

# PORT OF BRISTOL.

An important announcement was made by the Bristol Docks Committee last month that with effect from 2nd July, 1923, reductions would be made in certain of the labourage rates on Grain in bags, Feeding Stuffs, General Goods, Wood Goods and in Cranage Charges. Exact particulars of the revised figures may be had on application to the Docks Office.

* * * * * *

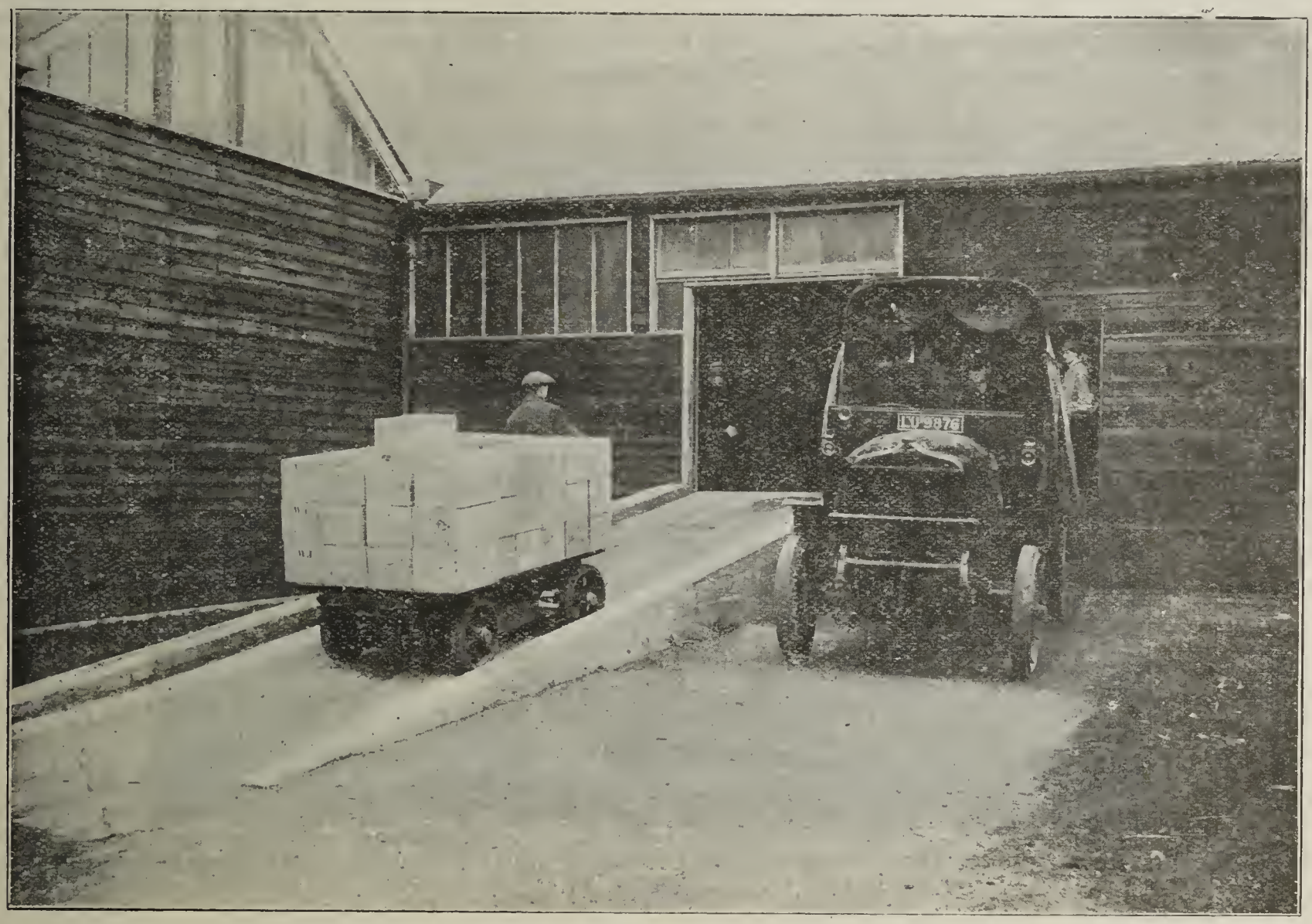
A strong service of steamers for the Summer Season is indicated by the Steamship Companies plying between this Port and the Dominion of Canada. Traders in the West of England will be well advised to order all possible traffic via the Port of Bristol and so support and maintain these regular connections. In regard to traffic under their own control traders will obviously stipulate shipment *via* Bristol, and respecting traffic which is bought "delivered" or on which they do not pay freight they should certainly exercise their influence to secure similar routing.

* * * * * *

Another consignment of Canadian Cattle arrived at Avonmouth Docks at the end of last month per the S.S. "Cabotia." A number of the animals were disposed of by public auction at the Avonmouth lairs to local butchers and dealers. A further consignment is anticipated early next month and it is hoped that a large buying attendance of butchers, dealers, and graziers will be in evidence so that shippers may be induced to order regular weekly supplies to this Port.

* * * * * *

Many importers do not realize to the full extent what savings in transport costs are to be effected by availing themselves of the facilities provided at Avonmouth Docks for warehousing free and bonded commodities. The Royal Edward Warehouse at Avonmouth which has a capacity of 10,000 tons, and is situated immediately behind the principal import transit sheds, enables imported provisions and general package cargo to be stored and re-delivered to railway truck or road vehicle with the minimum of handling and the saving of transport costs in forwarding to inland warehouses for storage.



ROAD MOTOR LORRY AT THE ROYAL EDWARD WAREHOUSE, ONE OF THE COLLECTING POINTS ON THE DOCK FOR GENERAL CARGO.

The Bonded Warehouse at Avonmouth Docks has a capacity of 1,000 tons and upwards, and is available for the storage of Dried Fruits, Canned Fruits, Sugar and Sugar Goods. Costs of transport to bonded warehouses in the City is thus also saved by traders ordering their goods to be stored at the Port.

* * * * * *

Another facility which must not be overlooked is that promptest despatch of warehoused goods is provided for large *or small* consignments. Consignments ordered in quantities insufficient to command through-trucks from Avonmouth are promptly aggregated at one point at the Docks where they are picked up and conveyed during the day of receipt of delivery

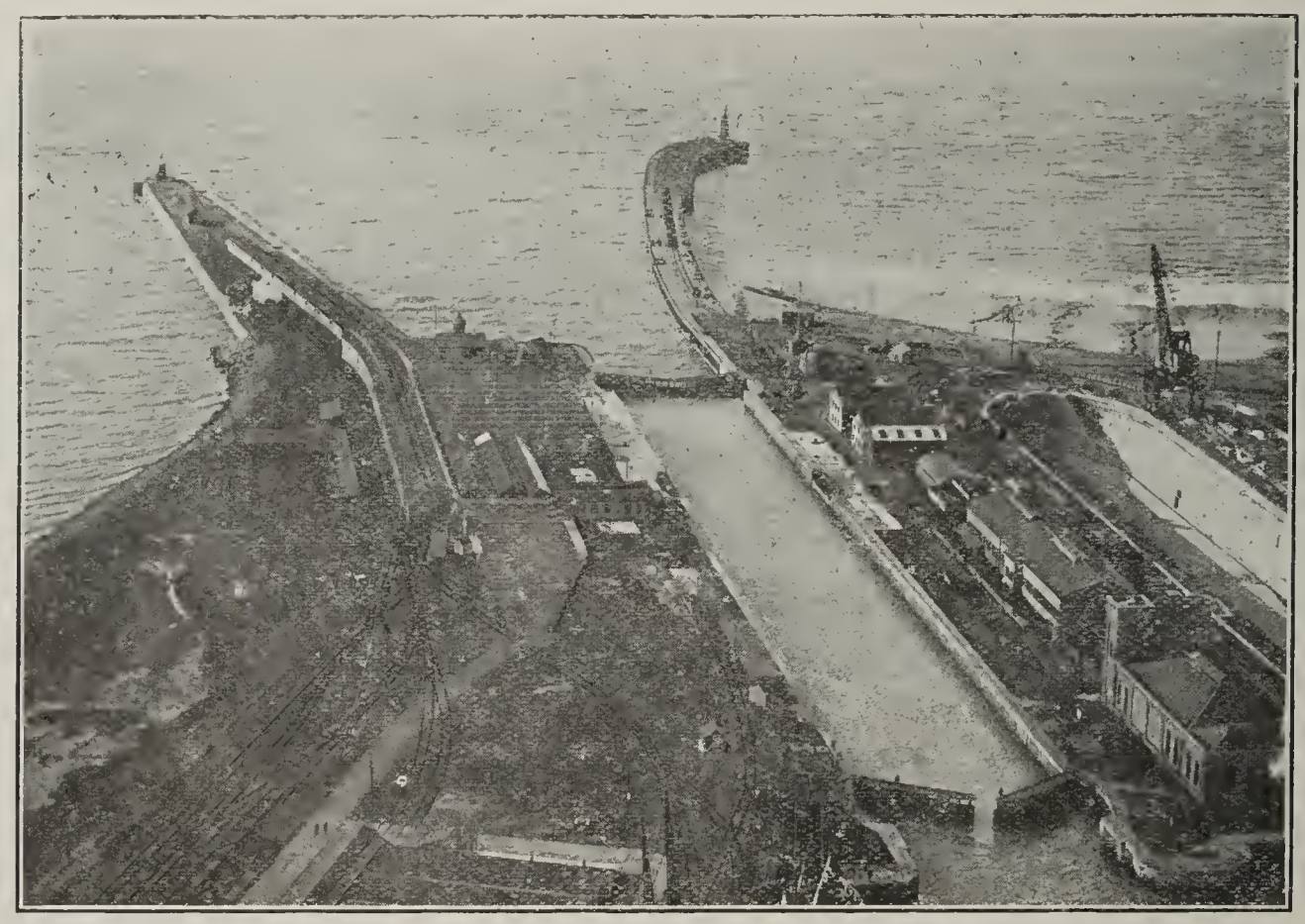
order by Great Western Railway Motor Lorry to a City Railway Depot so as to connect with the same day's train despatches to any point. This service is effected without increase of railway rates; that is to say, small consignments are accorded this special despatch on the same terms as though they awaited a composite through-truck from the Docks, and reap the benefit of equal speed of delivery as though forwarded from City Depots or Warehouses.

* * * * * *

The Port of Bristol advertisement appearing in this Journal gives an illustration of "T" Export Berth, Royal Edward Dock, Avonmouth. This berth is equipped with one 25-ton, one 10-ton, and eight other electric cranes, six lines of rail on quay to facilitate loading direct ex railway trucks. Manufacturers interested in the export trade should seriously consider the advantages which result from making a special allowance to buyers of the saving in f.o.b. cost to Avonmouth Docks as by so doing they have a ready means of getting in their quotations at lower figures than they otherwise would.

certain that Australia and New Zealand as well as Canada will make effective representation on this point. Already several of the Dominions have come to agreements among themselves as to reciprocity and they have of course given substantial concessions to this country. In several instances there is a strong feeling that we have not returned that assistance in full. New Zealand has extended her preference items to this country and to other parts of the Empire, while there is a strong movement in South Africa to increase the *ad valorem* preference given to Great Britain.

Some new and practical suggestions regarding Empire development are expected. In addition to settling men in the Dominions there is an urgent need of British capital for the development of transport and communication. Shipping and airship services, wireless and cable rates are all subjects which will afford opportunities for useful discussion. One of the obstacles to a free and independent development of the Empire resources is the difficulty and expense involved in transferring money from one part of the Empire to another.



AERIAL VIEW OF OCEAN LOCK ENTRANCE AND PORTION OF GRAVING DOCK, ROYAL EDWARD DOCK, EACH 875 FT. IN LENGTH AND 100 FT. IN WIDTH.

## INTER-IMPERIAL TRADE.

*(Contributed.)*

Discussions and questions in Parliament and reports by representative commercial organisations have kept prominently before us the subject of the coming Imperial Conference and the possible effect of the deliberations of the Economic Section upon the trade of this country. Some weeks ago the President of the Board of Trade appointed a Committee of business men to assist him in arranging an agenda. After considerable discussion a plan has been formulated and in outline it has been submitted to the Dominions.

Any subject which will tend to facilitate trade within the Empire will receive attention and it is to be hoped that the desire of Sir Philip Lloyd-Greame for full and frank discussion of difficulties will be the order of the day. So far as the Dominions are concerned it certainly will be. Opinion is divided on the important topic of Imperial Preference and it is

One practical suggestion for encouraging Empire Trade and reducing unemployment is that all Governments, municipalities, and public bodies shall give their contracts exclusively to Empire firms using Empire materials and labour. Some good came of a recent deputation to the President of the Board of Trade asking that this should be done in this country, but recent experience has shown that large contracts for the supply of meat to the Army have gone to America.

Representation will be made from Great Britain urging that Australia, South Africa, and India come into line in the matter of enforcing judgments between themselves and this country. This includes arbitration awards and up to the present we have been unsuccessful in getting these countries to take the necessary action to enable the scheme of reciprocal enforcement of judgments to be completed. The completion of this scheme will considerably facilitate the commercial transactions of different parts of the Empire.

The increasing tendency of some Governments to indulge in State-owned undertakings which enjoy special privileges and freedom from taxation will come up for criticism. Lord Colwyn's Committee recommended that any Government within the Empire which engaged in trade shall be treated as liable to the taxation of any other country within the Empire in which it may either own property or make trade profits. The liability of a Government shall be co-extensive with the liability of a private trading concern in similar circumstances.

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## WESTERN AUSTRALIAN AIRWAYS.

" BRISTOL " AEROPLANES.

For nearly two years the Western Australian Airways have maintained an aerial service between Geraldton and Derby, a round trip of about 3,000 miles, using " Bristol " Tourer machines.

The following is a short, yet highly gratifying extract from a letter received by the Designers and Constructors from their representative in Australia.

> " It may interest you to know that the Chief Inspector of the Civil Aviation Department has just returned from a trip to Western Australia where he inspected the machines, or most of the machines, belonging to the Western Australian Airways. He reports them to be in very good order considering the work they have done and states that the service is an undoubted success.
>
> " One machine that had done over 500 hours was stripped and very thoroughly inspected and he expressed the opinion to us that the machine was absolutely sound and perfectly capable of indefinite service."

The " Bristol " Aeroplanes are constructed from the most carefully selected materials by skilled workers under the closest supervision and they can be relied upon for sound and lengthy service.

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## CANADIAN FOOD AND DRUGS ACT.

Mr. Douglas S. Cole, B.Sc., Acting Canadian Government Trade Commissioner in Bristol, has called the attention of the Chamber to the following memorandum recently issued by the Deputy Minister of Health for Canada :—

> Section 5 (f) of the Food and Drugs Act, 1920, requires that sealed packages of food shall bear a correct statement of weight, measure or count, except standard size containers under the Meat and Canned Foods Act, and packages under 2 ozs. gross weight.
>
> The Weights and Measures Act, Chapter 52, R.S.C., 1906, makes the Imperial measure the legal measure for Canada, and also provides that the metric system may be used.
>
> The attention of this Department has been drawn to the fact that most of the Olive Oil imported and offered for sale in Canada is put up and marked as containing one gallon or fractions thereof. On investigation it was found that this statement refers to Wine measure, which is not legal in Canada under the Weights and Measures Act.
>
> Such statement of measure is deemed to be misbranding under the Foods and Drugs Act, as the wine gallon is approximately only five-sixths of the Imperial gallon, and the correct statement of measure of contents is thereby not given to the public.
>
> Notice is hereby given that, in future, shipments of all such goods shall be refused entry into Canada, unless marked as follows :—
>
> (*a*) In fluid measure, *i.e.* 128 ozs., 64 ozs., 32 ozs., *or*
>
> (*b*) In litres or fractions thereof, *or*
>
> (*c*) As five-sixths gallon, multiples or fractions thereof.

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## CANADA.

MARKING OF IMPORTED PRINTED MATTER.

Adverting to the notice which appeared at page 29 of the " Board of Trade Journal " for 5th July regarding the exemption from the requirement of marking with an indication of the country of origin of certain printed seals, tickets and labels, a Notice issued by the Canadian Commissioner of Customs and Excise on 27th July states that such exemption will only apply to seals, tickets or labels which are imported in packages containing quantities of not more than one hundred each.

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## NEW ZEALAND.

REVISED CUSTOMS DUTIES.

With reference to the information appearing in the " Board of Trade Journal " of 12th July, 1923, the High Commissioner for New Zealand has received advice to the effect that the Customs Amendment Act, embodying certain changes in the Tariff Schedules, has now been passed by the New Zealand Parliament.

The proposal to place duty on glass bottles and jars as set forth in the above-mentioned number of the " Journal " has been modified as follows :—

> On and after 1st January, 1924, empty plain glass bottles exceeding 8 oz. are to be subject to duty at the rate of 10 per cent. *ad valorem* under the British Preferential Tariff, and at 25 per cent. under the General Tariff. As regards empty plain glass bottles not exceeding 8 oz., and plain glass jars, the proposed new rates have not been ratified, and these goods, therefore, remain as heretofore (British Preferential Tariff rate, free ; General Tariff rate, 10 per cent.).

Other alterations include the suspension, from 1st January next, of the General Tariff rate on certain leathers, viz., goatskins, kidskins and persians. The duty under both the British Preferential Tariff and the General Tariff on suéde leathers, not being sheepskins and lambskins, is also to be suspended from that date.

The above information having been received by cablegram is subject to confirmation.

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## SOUTHERN RHODESIA.

CUSTOMS DUTIES ON WHEAT, ETC.

Government Notice No. 292, dated 13th July, 1923, notifies the termination, as from that date, of the suspension of the Customs duties leviable on wheat in the grain, wheaten flour and wheaten meal imported into Southern Rhodesia.

## Editorial Notices.

*The Bath Chamber of Commerce accepts no responsibility for the opinions expressed in articles and letters appearing in this Journal. Official information and Reports of Meetings, etc., are prepared with as much care as possible, but the Chamber accepts no responsibility for any error.*

*The Editor will be pleased to consider short articles or letters on subjects of general trade and industrial interest, and insert them, if possible.*

*Inquiries for advertisement spaces should be addressed to the Bath Chamber of Commerce.*

## Chamber Notices.

*Offices :*—3 *Wood Street, Queen Square, Bath.*

*Office Hours :*—9.30 *to* 5 *p.m.* (*Saturdays*, 9 *a.m. to* 12 *noon*)

*Telephone :*—876 *Bath.*

*The Chamber issues Certificates of Origin for all countries where required. Also Identity Certificates and Certificates for Export of Samples.*

*Members desiring information on any commercial matter are invited to communicate with the Secretary.*

*Disputes and differences arising out of commercial transactions may be referred to arbitration under the arbitration rules of the Chamber.*

## Membership.

*The Secretary will be pleased to furnish particulars on application.*

## Meetings.

*In addition to the Annual General Meeting in January, General Meetings of the Chamber are held in February, March, April, May, June, September, October, November and December*

## General Purposes Committee.

*The General Purposes Committee meet on the third Friday in each month or oftener, if necessary, at the Offices of the Chamber, 3 Wood Street, Queen Square, Bath.*

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## EDITORIAL NOTE.

*During the months of July and August the Monthly Meetings of the Bath Chamber of Commerce are suspended.*

H. BRICE MUNDY,
*Secretary.*

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## BATH HORSE SHOW.

SEPTEMBER 5TH AND 6TH, 1923.

We have received an artistically produced brochure of the Bath Horse Show, held on the 5th and 6th September next, from which we quote the interesting and reminiscent introduction :—

Bath the beautiful ! From Roman times unrivalled for the matchless charm of its environs and justly acclaimed the Queen of English inland pleasure resorts ; Bath, the Athens of England, past haunt and home of countless celebrities writ large upon our Empire's scroll of fame, has aquired in recent years still one more irresistible attraction—its Annual Horse Show ! One may imagine the popularity of such a meeting had it been held in the brave days of old.

" When fan and snuff-box met to dance "
" And flirt at routs, ridottos, plays."

when Mr. Pickwick was coach proprietor as well as mine host of the " White Hart," and immortal Sam Weller consorted with his cronies at the " Beaufort Arms," when to do the journey to London in a day by such crack coaches as " Mercury " and the " Duke of Clarence " was regarded as marvellous ! Possibly horses then were held in more importance, if not esteem, than now ; yet the Englishman's love for them to-day was never greater, as witness the undying popularity of the racecourse and the horse show. One may go still further back into the past and visage a time when the Romans—those mighty horsemen of a spacious age—may have held their chariot races and other equine carnivals at Bath ; or, earlier still, in the days when Bladud, son of Hudibras, is said to have discovered its wonderful waters whilst, we may be allowed to surmise, ranging the surrounding uplands on horseback !

The Bath Horse Show, as such exhibitions go, can claim a by no means brief career. For just on forty years it has been an annual function, with the exception of the Great War years when so many shows sank into abeyance. It can claim eight years' priority over the Richmond Royal Horse Show ; Cardiff predates it by a year. It came into being at a period of great activity in the horse world. The Hackney Horse Society had been founded in the year previous to the first Bath Horse Show ; the Cleveland Bay Horse Society came into being in 1884 ; the Hunters Improvement Society in 1886 ; whilst the Royal Commission on Horse Breeding was appointed in 1887. There can be little if any doubt that the Bath and Cardiff Shows during these early years were influential factors in these great movements on behalf of the horse. From its inception in 1884 the Bath Horse Show Society received strong support from the surrounding nobility and gentry, Major R. S. Allen being its first President until 1886. Viscount Weymouth became president in 1887, continuing in office until 1895. The Marquess of Bath followed during the years 1896-1913. No show was held from 1914 to 1919 and in 1920 the Marquess of Worcester became President and continues in office. The brothers Mundy in no small measure have helped the Show to its present success. The late Lewis C. Mundy was the first Secretary, continuing so until 1896, when he was succeeded by his brother, Mr. H. Brice Mundy, who remained in office until the outbreak of war in 1914. The latter gentleman never missed a Show from the inception until then, a period of thirty years, and is still a valued member of the Executive Committee. Brigadier-General Aitken assumed the honorary secretarial duties in 1920. That veteran horseman, Mr. Romer Williams, is another gentleman who has been intimately associated with the Show from its earliest days, taking a deep interest in its welfare, and has many times acted as one of the judges, as did likewise Mr. Lindsay Hogg. Mr. Walter S. Brymer is another member of the original committee, and was for many years Vice-Chairman. Other names will occur to the reader of gentlemen who helped to form the Society and who have done much to make the success it has achieved, many of them happily still with us and keenly interested in its fortunes, but the only survivor of the first Show Committee is Mr. W. S. Brymer. The Society has also been most fortunate in the possession of a show ground situated at Lambridge, about a mile and a half east of Bath, at the junction of the old London and Gloucester roads. The surroundings are ideal. The rolling wooded slopes in gracious bulwarks form a scene of natural beauty, in which the show ground is set as a sylvan arena, admirably equipped in every



" Transport *counts*—use Bristol Lines."

particular, with a range of permanent buildings and all the other attributes which go towards the making of a modern horse show. Small wonder that it has received the loyal and constant support of exhibitors from near and far and that its fame and reputation are known throughout the country to every lover of the horse. Almost every exhibitor and many breeders of note have shown there. That the Show during its forty years of existence has done much to encourage light and heavy horse breeding, hunters especially so, goes without saying. Indeed, utility and pleasure have ever been most happily combined at Bath, young stock and finished horses in the hunter section being an outstanding feature, and many hunter champions have appeared in its ring. This is only natural in an area like Bath, for the famous old Somerset city may be taken as the focus of a great hunting country—more or less the home of the Avon Vale, Beaufort, Berkeley, Blackmore Vale, Ledbury, South and West Wilts, West Somerset, Wilton, and other famous Hunts. The classes for farm horses have also done much good work in the improvement of this type of animal. There are few if any shows where the judging is more carefully and conscientiously carried out than at Bath. This fact is reflected in the somewhat limited schedule, averaging about sixteen classes each day—no hurried decisions and ample time allowed for the judges to do their work thoroughly.

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## MRS. SIDDONS AND BATH.

*Continued from page 137.*

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By Belville S. Penley
*(Author of "The Bath Stage").*

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### The Three Reasons.

We now come to Mrs. Siddons's last season in Bath, 1781-82, which opened on September 11, when she appeared as Elwina in "Percy." Subsequently she was seen in one of her best representations, Zara, in the "Mourning Bride." For her benefit on February 9, the rearrangement of the house adopted in the previous season was repeated with the comment that Mrs. Siddons "submits herself to the public indulgence (whose past favours she has in grateful remembrance) and humbly hopes this will meet their sanction." The programme was "The Mourning Bride" and the farce "The Devil to Pay" (Nell, "for that night and by particular desire," Mrs. Siddons). The benefit realised £146, while 20 guineas were subscribed at the box office, this being at the suggestion of friends and an example subsequently followed at the theatre "for those ladies and gentlemen to subscribe, who wish to pay a compliment to the merits of any of the performers, and who might be absent from Bath at the time of their benefits." Mrs. Siddons took yet another and a final benefit in Bath on May 21, when the programme consisted of the tragedy "The Distress'd Mother," in which she played Andromache. "At the end of the play," says the bill, "Mrs. Siddons will deliver a Poetical Address (written by herself) in the course of which she will produce to the audiences THREE REASONS for her quitting this Theatre." This was followed by a Holiday Fete, or Theatrical Medley, with the farce "The Devil to Pay," Mrs. Siddons again playing Nell "by particular desire." It is unnecessary here to reproduce the whole of the address. The secret of the "three reasons" had been well kept, not even the performers being admitted to her confidence. They were her three children, Henry, Sally and Maria, who, Mrs. Summers, a member of the company, has recorded, were kept in her dressing room until they appeared on the stage as she spoke the words:

My reason I produce—
These are the moles that bear me from your side;
Where I was rooted—where I could have died.
Stand forth, ye elves, and plead your mother's cause;
Ye little magnets, whose soft influence draws
Me from a point where every gentle breeze
Wafted my bark to happiness and ease—
Sends me adventurous on a larger main,
In hopes that you may profit by my gain.

### Last Appearance in Bristol.

The benefit yielded £145 18s. On June 3 the company removed to Bristol, where Mrs. Siddons took another benefit on the 17th, playing in "Tancred and Sigismunda" and the same farce as in Bath, and again producing her "three reasons." This brought her £106 13s. Two days later she was playing Mrs. Belville in "The School for Wives" for Mrs. Brett's benefit, apparently her last appearance in Bristol, and on June 21, the following notice appeared, going to show that things did not always run smoothly with the company: "The public are respectfully informed from Mr. Brett's exceeding ill-behaviour on Wednesday night, and that they may not experience a second insult from him, he is discharged from the theatre." Perhaps the fact that the benefit only produced £24 13s. may throw some light on what the "insult" was. Another interesting item during the Bristol visit is found in connection with the benefit of Mrs. Didier and Miss Wewitzer, when the latter lady parodied Mrs. Siddons's "three reasons." The bill says: "After the play Miss Wewitzer will produce three reasons for her continuance on the Bristol stage, and Mrs. Didier will attempt their investigation." On June 22, Mrs. Siddons was to have acted as Zara in Bath, but she was taken ill and the play changed, and there is some doubt whether she ever appeared again as a member of the company after the production of her "three reasons."

### Ambition and Resolution.

Mrs. Siddons came to Bath, as we have seen, under the shadow of failure when her brightest hopes must have been raised. To realise how great a disappointment must have been hers it is necessary to understand what the conditions of the stage were in those days. London was the acme of an actor's or actress's ambition. To be a star in the provinces it was necessary to have the imprimatur of success in the leading theatres of the metropolis; without that there was only the daily grind of the provincial stock company, entailing constant hard work and very moderate financial recompense, Here was a young woman, married and with family cares. within an ace of that success which all her profession regarded as the perfection of attainment, with her hopes and her opportunity shattered—even more than that, because rejection in London meant that the provinces would look askance at a failure. It was a reverse well calculated to dispirit the keenest aspirant to fame. But not so Mrs. Siddons. We do not know, but it may well be that the very fact of securing engagement at Bath, where the theatre ranked only second to the London stage, and had already become recognised as a nursery for it, may have been the incentive which the actress needed to determine her to conquer where she had failed, and to make the audiences which had received her coldly bow down before her triumph. Anyway, there is the undoubted fact that once in Bath, Mrs. Siddons was determined to conquer. It was a self-imposed task of gigantic proportions; it meant first living down prejudice, and then winning popular favour. Probably only a genius of her calibre could have accomplished it, but accomplish it she did. It meant an immense amount

of hard work, hard study, and no doubt some misgivings, but within the space of four seasons reward was at hand.

### A Hard School.

How hard the work was we are told in her own words, which are particularly interesting since they serve to disclose what a provincial actor's life was in those days and also because they disclose what the connection then existing between Bath and Bristol Theatres meant to those appearing at them :

> I now made an engagement at Bath. There my talents and industry were encouraged by the greatest indulgence, and, I may say, with some admiration. Tragedies, which had been almost banished, again resumed their proper interest ; but still I had the mortification of being obliged to personate many subordinate characters in comedy, the first being, by contract, in the possession of another lady. To this I was obliged to submit, or to forfeit a part of my salary, which was only three pounds a week. Tragedies were now becoming more and more fashionable. This was favourable to my cast of powers ; and whilst I laboured hard, I began to earn a distinct and flattering reputation. Hard labour indeed it was ; for, after the rehearsal at Bath, and on a Monday morning, I had to go and act at Bristol on the evening of the same day ; and reaching Bath again, after a drive of 12 miles, I was obliged to represent some fatiguing part there on the Tuesday evening. Meantime, I was gaining private friends, as well as public favour ; and my industry and perseverance were indefatigable. When I recollect all this labour of mind and body, I wonder that I had strength and courage to support it, interrupted as I was by the cares of a mother, and by the childish sports of my little ones, who were often most unwillingly hushed to silence from interrupting their mother's studies.

To this may be added another fact which Mrs. Siddons does not mention, namely, that two of her children were born during the period. The Abbey Register contains entries of their birth, Maria on February 24, 1779, and Frances Amelia on April 26, 1781. The latter died in infancy.

### Return to Drury Lane.

Her return to Drury Lane is attributed to the good offices of the elder Sheridan, while Garrick's friend, Taylor, who also saw her in Bath, was another who made good report of her. "I have attended to her," he wrote to Garrick, "with the most critical attention I was master of, and I declare my opinion of her to be all that my ideas can reach." Mrs. Siddons herself attributed the invitation in part at any rate, to Georgina, Duchess of Devonshire, who became very friendly with her in Bath. But whatever the influence, the invitation came and was accepted. "After my former dismissal from thence, it may be imagined that this was to me a triumphal moment," she wrote. It must not be thought that Bath parted with its favourite lightly, or that no efforts were made to avoid the divorce. Boaden suggests that Palmer might have retained her services with a sufficient rise in salary, but a paragraph which appeared in the local Press in January, 1782, is in contradiction to that. It expressed pleasure at hearing "that Mr. Palmer is in expectation of prevailing on Mr. Sheridan to forego his engagement with Mrs. Siddons, at least to spare her a year or more to us," and continues, "The public have now enabled him to make Mrs. Siddons's situation here, if she continues, more profitable than even that she has entered into at Drury Lane." There is no doubt that the lure of London, combined with the actress's ambition, and her confidence in her power, settled the point. It is not the intention here to follow her in her subsequent career, throughout which she had the theatrical world at her feet.

### Bath Revisited.

Seventeen years elapsed before Mrs. Siddons again appeared on the Bath boards, a visit being paid in January, 1799, the last year of a decade during which the prosperity of the theatre had made remarkable progress. Keasberry and Dimond were now the proprietors, having taken over the responsibilities on Palmer's retirement three years after Mrs. Siddons's departure in consequence of his increasing work in connection with the Post Office. Mainwaring tells us that whereas £50 or £60 were considered a good house the receipts for the benefit nights of favourite performers now averaged £150, limited only in fact by the accommodation of the theatre. At the time of the tragedienne's reappearance, Elliston, another of those noted actors whom Bath introduced to the London stage, was a member of the company, playing also in London and Windsor, and in Bristol, a feat which considering the difficulties and discomforts of travelling in those days and the time it occupied, was a remarkable one. In this very year, 1799, we read of him playing one night in London, the following in Bath, going on to Bristol and setting out immediately after the performance there for Windsor for a command performance, returning to play Macbeth in Bath for a fellow-actor's benefit, and setting out again for a second command performance at Windsor the following night. Truly, in those days, a successful actor's lot could not have been altogether a happy one.

### A Noisy House.

Elliston took part in the first performance of Mrs. Siddons's reappearance, playing Phocion to her Euphrasia in "The Grecian Daughter." For her benefit in February she appeared in her great part of Zara, and among other characters she sustained was Lady Townly, a part which, as we have seen, she played while a member of the Bath company, but one which she never ventured to appear in in London. Her last night appears to have been February 26, on the occasion of Dimond's benefit. She had drawn great houses all along, but on this occasion the receipts totalled £161. The play was "George Barnwell," and the house was crowded to excess, so much so that people who could not gain admission to the gallery, and had probably taken tickets, made so much noise that the first scenes could not be heard. It was thought when Mrs. Siddons appeared the noise would cease, but it did not and she was obliged to retire until the tumult subsided, when the play was begun over again.

### Last Appearances at Orchard Street.

Mrs. Siddons's next visit was in 1801, indeed she paid Bath two visits in this year, one from April 7 to April 21, including a benefit performance on the 17th, when she played Lady Macbeth to Elliston's Macbeth, and the other at the opening of the Autumn season on September 5, when her appearances were somewhat limited in number. On both of these visits, which were her last to the old Orchard Street theatre, she does not appear to have essayed anything but well-known characters. The new theatre in Beaufort Square, which stood on the site of the present one and was burned down in 1862, was opened in October 1805, and Mrs. Siddons trod its boards for the first time on March 21, 1807, when it was announced she was engaged to perform "a very few nights only by permission of the proprietors of the Theatre Royal, Covent Garden." The play on the opening night of the engagement was 'The Earl of Warwick," in which she appeared as Margaret of Anjou, and Genest remarks of the performance that "she was as great as anybody could be in so poor a play." Other characters sustained during the appearance were drawn from those with which her name was so closely associated and included Queen Katharine in "Henry VIII." which in a memorable visit to Dr. Johnson she said she considered the most natural of Shakespeare's characters (meaning



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of course, women), an opinion in which the great man concurred. It was in connection with this visit, by the way, that Johnson is said to have paid "one of the swiftest as well as happiest compliments on record." When she came into the room there was no chair ready for her, observing which, Johnson said with a smile, "Madam, you who so often occasion a want of seats to other people, will the more easily excuse the want of one yourself." The performance of "Henry VIII." was for her benefit on April 11, which was intended to be the last night, but we find the announcement made that "owing to the disappointment of so many of seeing Mrs. Siddons in 'Jane Shore' permission had been obtained from the proprietors of Covent Garden for her to perform one night more" and she accordingly appeared in that character on Tuesday in the following week. As a matter of fact this play had been billed for an earlier date but had to be changed to "The Earl of Warwick" on account of the hoarseness of Miss Marriott, a member of the company.

### Approaching Retirement.

We now come to Mrs. Siddons's last visit to Bath as an actress, which was early in 1808—not her last by accident in that retiring from the stage four years later no further opportunity of appearing here offered, but by design, as was announced during the visit. On January 12 she played Mrs. Beverley in "The Gamester" and two days later Evira in "Pizarro," her appearances being limited to two a week, Tuesdays and Thursdays. Lady Macbeth and Euphrasia were the selections for the following week, and in the next, Margaret of Anjou and Zara. In "The Bath Herald" of January 23, it was said:—

> Every night of Mrs. Siddons' appearance at this and the Bristol Theatre, has produced an overflowing audience. A rumour prevails that the period is not remote when this great actress will withdraw herself from the stage, which makes those who have often witnessed her extraordinary powers, anxious to behold as much of them as possible, whilst the rising generation flock to the theatre, that, years hence, they may have to boast of their having seen, in her variety of character, the first actress that probably ever adorned the British stage.

This was the first intimation locally of her retirement, and we may imagine how it swelled the receipts. A week later the same journal stated definitely that it was her last professional visit and that the engagement had been extended by four additional nights. On February 4, Mrs. Siddons appeared as Alicia in "Jane Shore," "by particular desire," and the last performance came on February 11, when the tragedienne played the title part in "Mary, Queen of Scots" ("never performed here") and in its next issue "The Bath Herald" said:—

> Last night the Theatre was completely crowded in every part to witness the last performance of Mrs. Siddons in the interesting character of Mary, Queen of Scots. . . . We very much regret to say, that we have, in all probability, seen the last professional exertion of this great actress in this city; and long will it be before we can hope again to be gratified with the display of such superior talents—talents which have been long the highest ornament of the British stage, and the admiration of the public.

### Mr. Siddons.

Little reference has been made to Mr. Siddons. There is no doubt that as an actor he had no pretensions to fame. Even if he had been an actor of merit he would have been in danger of being overshadowed by the genius of his wife, but, as a matter of fact, we find but little allusion made to him in contemporary records; he was treated not merely as just a very ordinary member of the company, but passed over very lightly even as that. The parts he played were only very small ones. But Mrs. Summers, who was very intimate with Mrs. Siddons, has left on record the opinion that though he was a very indifferent actor, he was a very good judge of acting. He took great pains in coaching his wife in her parts, "and was sometimes very cross with her when she did not act to please him." That remark may, perhaps, give a clue to the practical estrangement which subsequently existed between them. Mr. Siddons suffered from ill-health in later years, left the stage and resided at Bath, which he regarded as the only place that suited him. "Mr. Siddons," wrote Mrs. Piozzi in 1800 in one of her letters, "will be a long-lived man, as sick as he is always said to be; nothing runs on like a life subject to one chronic and regular complaint, Gout or Rheumatism." And again a year later, "Her husband will mend at Bath." But Mrs. Piozzi was no true prophet, for Mr. Siddons died on March 12, 1808, at Bath, and "The Bath Herald" in its next issue said, "Though long an invalid, his dissolution may be said to have been sudden, as he had passed the preceding evening with a circle of friends in his usual social and pleasant manner." As we have seen, Mrs. Siddons had given her final performance in Bath only in the previous month.

### Separation.

As for the separation between husband and wife it probably amounted only to the fact that Mr. Siddons preferred Bath as a place to live in, and did not care, perhaps owing to his state of health, for his wife's residence at Westbourne, near Paddington, and was not equal to the excitement attendant on her career. Mrs. Papendiek in her journals, however, attributes it to disagreement over Sir Thomas Lawrence's (the artist) attentions to their daughter, Maria, which Mr. Siddons discouraged, and, after her early death to the fact that Lawrence was very intimate with the Kemble family. "No doubt," she wrote, "it was an intimacy of advantage to both parties, but it ultimately lead to the separation of Mr. and Mrs. Siddons. He had not kept pace with his wife in improving the inferior talent he possessed, and therefore, when she, from assiduity and perseverance, attained pre-eminence in her profession, he lost control over all her actions. She was courted and flattered by all, and as she advanced in her position she gained a power of command over any society that seemed at the moment to suit her purpose. She was sought after and received in the higher circles, which disturbed the comfort of the home, and when the children were off hand, some by death and others by marriage, she separated from her husband; her eldest daughter, only, remaining with her as a companion. The profits of her labours, £40,000, were divided between the husband and wife, each taking £20,000." But Mrs. Papendiek may have been retailing Court gossip, and the amount of the fortune at that stage of Mrs. Siddons's career and its method of division is a little open to doubt. There is no question, however, that Mrs. Siddons maintained an establishment in Bath, at the house in Axford buildings (now 33 Paragon) where the mural tablet was unveiled by Miss Ellen Terry, on 17th October, 1922, and was a fairly frequent visitor. Her youngest daughter was at the time at the well-known Miss Lees' school, Belvedere House. In "The Bath Herald" on December 21, 1805, appeared the following:

> Mrs. Siddons arrived here this morning at her house in Axford's buildings. We have heard that she had declined a proposal made to her by the proprietors of our Theatre, for performing here for a few nights, at least for this season. If it is so, we hope she may be induced to alter that resolution, as we are sure she has no friends whom she would more gratify by a compliance, than her sincere and early ones in this City.

*(To be continued.)*

## Chamber and other Notices.

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*Office Hours :*—10 *a.m. to* 5 *p.m. Wednesdays to* 1 *p.m.*

*Telephone :*—115.

*Commercial Publications :—Books of Reference, Board of Trade and Consular Reports, etc., are at the service of the members and may be seen at the Secretary's Office.*

*The Secretary will be pleased to answer Railway, Postal, Fiscal and other enquiries on commercial matters, or will obtain special information from Government Departments, Consuls abroad, etc.*

*The Commercial interests and prosperity of Trowbridge and district are the Chamber's chief concern.*

*The Chamber issues Certificates of Origin for all countries where required.*

*Meetings :—The Council meets at the Town Hall, on the last Monday in each month. The Chamber meets quarterly, notice of which is sent to members.*

———:o:———

## EDITORIAL NOTE.

*Following their usual custom the Council of the Chamber suspended their meeting during the holiday months.*

A. J. DARLING,
*Secretary.*

———:o.———

## DEPARTMENT OF OVERSEAS TRADE.

### Interviews with the British Vice-Consul at Durazzo.

Mr. Robert Parr, the British Vice-Consul at Durazzo, Albania, is prepared to interview (by appointment), at the Department of Overseas Trade, business men interested in Albania, from 15th to 18th August, inclusive.

Applications for appointments should be addressed to the Comptroller-General, Department of Overseas Trade, 35 Old Queen Street, London, S.W.1, and the reference 4890/T.G. quoted.

### Interviews with the British Vice-Consul at Casablanca.

The British Vice-Consul at Casablanca, Morocco (Mr. C. G. Hope Gill) who is now on a visit to the United Kingdom, will be pleased to interview firms interested in trade in Morocco (Tangier and Casablanca districts), at the Department, on 24th, 25th and 27th August.

British firms who desire to take advantage of this opportunity are requested to communicate with the Comptroller-General, Department of Overseas Trade, 35 Old Queen Street, London, S.W.1, quoting reference 4879 T.G.

### Re-appointment of Imperial Trade Correspondent at Durban.

With reference to the notice published in the "Journal" of 2nd March, 1922, regarding the closing of certain posts of Imperial Trade Correspondent in the Dominions as from 1st April, 1922, the Department of Overseas Trade now notify that the post of Imperial Trade Correspondent at Durban will be re-established as from 16th August, 1923.

Enquiries should be addressed as follows :—

Mr. D. Strachan,
Imperial Trade Correspondent,
P.O. Box 1858,
Durban,
S. Africa.

———:o:———

## BRITISH EMPIRE EXHIBITION.

The Report of the Board of the British Empire Exhibition (1924) Inc., for the month of July states that the financial position to the end of June shows that the actual expenditure to then was £1,240.106, as compared with an estimated expenditure of £1,443,481.

### British Overseas Activities.

Canada has taken possession of her site at Wembley Park and work is well in hand. The cutting of the first sod, by Lady Allen, of the New Zealand Pavilion, took place on 30th July. The foundation stone of the Australian building was laid on 31st July by Sir Joseph Cook. It is announced that all the space available for commercial and industrial exhibits in the Indian Section has been allotted. The first sod of the Bermuda site was cut by Sir James Willcocks, G.C.M.G., on 27th July. Trinidad Legislative Council has voted £10,000 for the Colony's participation in the exhibition.

Singapore has arranged with the Exhibition Authorities to exhibit living specimens of animals from the Malay Peninsula. British Guiana has decided to form part of the West Indian and Atlantic Group and is spending £7,000 on her share of the Pavilion. The East African Committee has authorised the signature to a contract for a building covering 15,750 square feet. The Legislative Council of Fiji has requested, pending the official report of the Local Committee, that a floor space of 2,000 square feet be provisionally reserved for the use of the Colony, but it is hoped that this amount will subsequently be increased.

Out of a total of 513,137 square feet net, or approximately 850,000 square feet gross, i.e., including gangways, etc., a balance of only 45,361 square feet had not been applied for at the end of the month.



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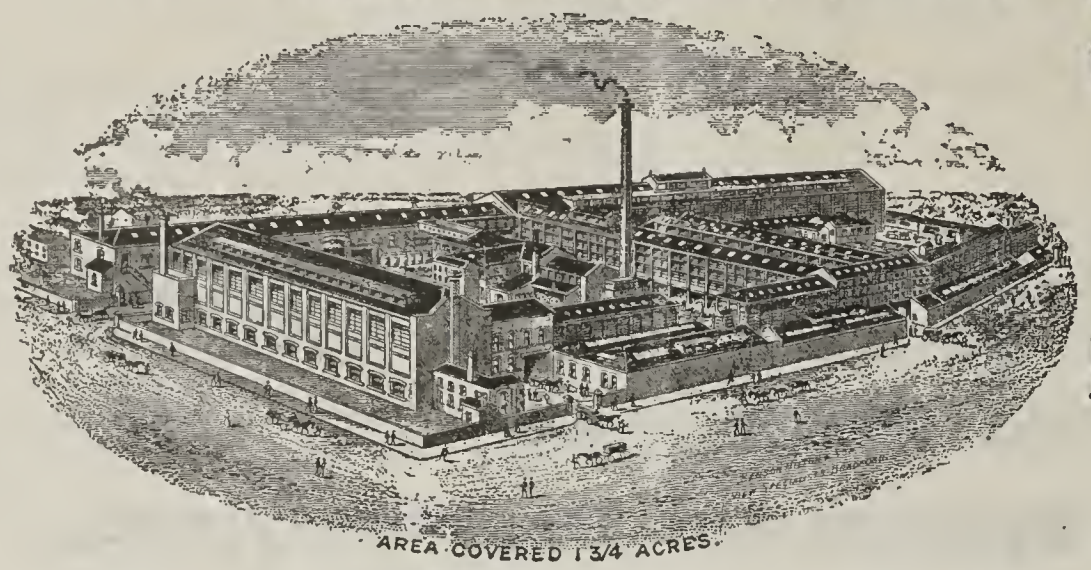
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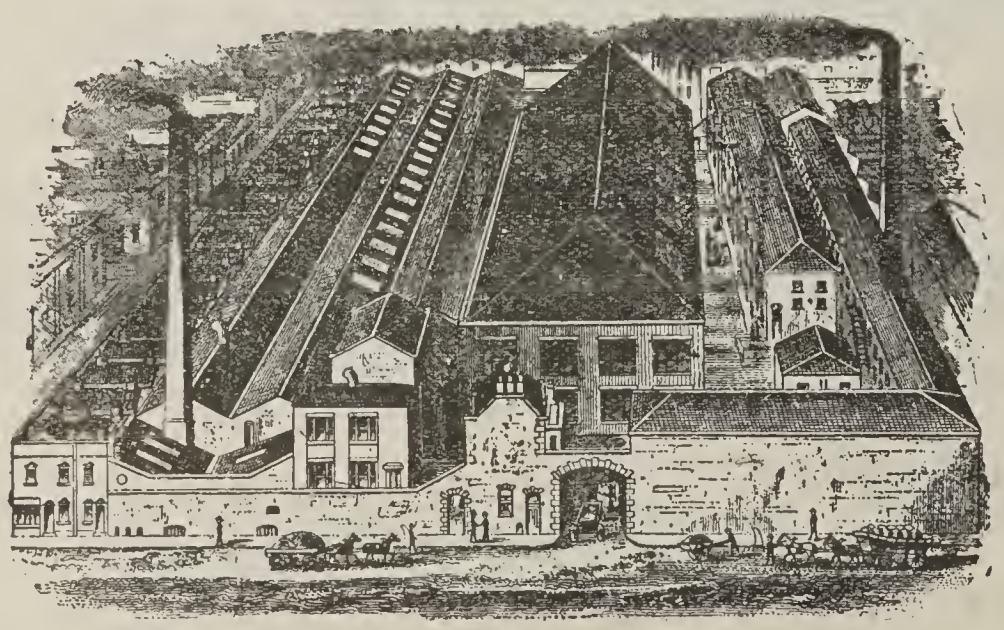
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# CLASSIFIED TRADE INDEX

The following are Code abbreviations:—

4th Ed.—A B C (4th Edition). 5th Ed.—A B C (5th Edition). B.—Bentley's. E.—Engineering. L.—Lieber's. M.I.—Marconi International. P.—Private. W.U.—Western Union.

## ADVERTISING.

**Western Sales Promotion Agency Ltd.,** 53 Queen's Road, Bristol.—Advertisement Consultants & Advisers. Artists and Illustrators. Complete campaigns planned. Designs for Booklets, Folders, Showcards, Letter Headings, Trade Marks, Fashion Drawings, &c. Trade, Technical and Press Advertising carried out. Telephone No. 5860. Telegrams: "Sales." Advt. page xx

## AIRCRAFT MANUFACTURERS.

**Bristol Aeroplane Co.. Ltd.,** Designers and Constructors of the Highest Quality Aircraft for all Commercial, Sporting and Military Purposes, and of the "Bristol" Radial Air-cooled Aero Engines, Filton, Bristol. Telegrams: "Aviation, Filton." Codes A.1, A.B.C., B., and W.U. Telephone No. 3906 (P.B.E.) Bristol. Advt. page v.

## BOOT PROTECTORS.

**John Giles & Sone, Ltd.,** Manufacturers of the "Giles" Boot Protector, Bedminster, Bristol. Telegrams: "Giles, Bristol." Code: 5th Ed. Telephone No.: 4703, 4704 Bristol. Advt. page xxvii.

## BOOT & SHOE MANUFACTURERS.

**Lindrea & Co., Ltd.,** Exporters of Sole and Upper Leather, Boots and Shoes, Shoe Mercery and Grindery, etc., Bristol. Telegrams: "Lindrea, Bristol." Code: 5th and 6th Eds. and Widebrook. Telephone Nos. 3114 and 394, Bristol. Advt. back cover.

## BREWERS' ENGINEERS.

**Wilcon & Co., Ltd.,** Brewery and General Engineers, Iron and Brass Founders, Vat and Back Makers, Coppersmiths, Welshmill Road, Frome. Tel. Address: "Wilson, Frome." Tel. 22. Advt. page vii.

## BRICK MANUFACTURERS.

**Cattybrook Brick Co., Ltd.,** Manufacturers of Light, Dark and Plum Red Facing and Moulded Bricks, Buff and Blue Bricks, Fire Bricks and Clays, Boiler Seatings, Flue Covers, Slabs, etc., Provident Buildings, 15 Clare Street, Bristol. Telegrams: "Cattybrook, Bristol." Telephone No. 54 Bristol. Advt. page xvi.

## BUILDING SOCIETY.

**Bristol, West of England and South Wales Permanent Building Society.** Founded in 1850 to afford safe investment, and to lend money on mortgage. Secretary: Richard Lowe, 9-11 St. Stephen's Street, Bristol. Advt. page iv.

## BUILDERS & CONTRACTORS.

**Thomas Weeks & Sons, Ltd.,** Building Contractors to H.M. Office of Works, War Office, and Corporate Bodies, Ashton Gate, Bristol. Telegrams and Telephone No. Bristol 3038. Advt. page xxviii.

## CABLES.

**Siemens Brothers & Co., Limited,** Cables for Power Transmission. Every length of cable manufactured by us embodies over half a century's experience. Woolwich, London, S.E. 18. Telegrams: "Siemens, Woolwich." Telephone City 6400. Advt. page 2 of cover.

## CANNED GOODS.

**Gedye & Sons, Ltd.,** Importers, Registered Brands: "Tiger," "Stag," "Eldorado," "Globe," "Glengarry." Nelson Street, Bristol. Telegrams: "Gedye, Bristol." Telephone No. 203 Bristol.

## CHEMICAL MANUFACTURERS.

**United Alkali Co., Ltd.,** Netham Works, Bristol. Head Office: Cunard Building, Liverpool. Advt. page xviii.

## CIDER.

**Carr & Quick, Ltd.,** Makers of "The Wine of Devon," the Cider which stands alone, 15-16 Queen Street, Exeter. Telephone: "Wine, Exeter." Telephone Nos. 598, 599, 600 Exeter.

## CLOTHING MANUFACTURERS (WHOLESALE).

**E. Broderick & Co., Ltd.,** Wholesale and Export Clothing Manufacturers, St. James' Barton, Bristol. Telegrams: "Broderick, Bristol." Code: 5th Ed. Telephone No. 683 Bristol.

**Todd & Co., Ltd.,** High Grade Men's, Youths' and Boys' Clothing. Ready-to-Wear and to measure. Wear-proof Tweeds, Beacon Serges, Temple Gate, Bristol. Telegrams: "Todd, Bristol." Telephone No. 1728 Bristol. Advt. page xxiv.

## CLOTHING MANUFACTURERS (WHOLESALE)—*continued.*

**Chas. Wills & Sons, Ltd.,** Manufacturers of Men's, Juveniles' and Ladies' Clothing. Wholesale and Export only. Rupert Street, Bristol. Telegrams: "Rupert, Bristol." Telephone No. 1451, Bristol.

## COAL.

**East Bristol Collieries, Ltd.,** Colliery Proprietors, Coal Factors and Merchants, Speedwell Road, St. George, Bristol. Telegrams: "Coal, Bristol." Telephone No. 93 Kingswood. Advt. page xxiii.

## COCOA AND CHOCOLATE MANUFACTURERS.

**J. S. Fry & Sons, Ltd.,** Cocoas and Chocolates of World-wide reputation, Bristol. Telegrams: "Fry, Bristol." Code: 5th Ed. Telephone No. (Order Dept.) 5620, Bristol. Advt. page xx.

## DAIRY PRODUCE.

**Wilte United Dairies, Ltd.,** Dairy Produce, Fancy Provisions, Proprietors "Diploma" Brand Full Cream English Condensed Milk, Trowbridge, Wilts. Telegrams: "Dairy, Trowbridge." Code: P. Telephone No. 106, Trowbridge (3 lines). Advt. page xxiii.

## ENGINEERS.

**Alfred Danks, Limited,** General Engineering work of every description. All kinds of Rainwater and Sanitary Goods for the Building Trade. Emlyn Works, Gloucester. Telegrams: "Pulleys, Gloucester." Telephone No. 896, Gloucester. Advt. page xiv.

**G. N. Haden & Sons, Ltd.,** Specialities: Heating, Ventilation, Hot and Cold Water Supply, Cooking and Laundry Plants, Heat Economisers, Drying Plants, etc., Trowbridge. Telegrams: "Haden, Trowbridge." Codes: 5th Ed., L., M.I. Telephone No. 2, Trowbridge. Advt. page iii.

**Llewellins & James, Ltd.,** Coppersmiths, Brassfounders, Bellfounders, Manufacturers of Tar Spraying Machines, General and Brewery Engineers, Castle Green, Bristol. Telegrams: "Llewellin James, Bristol." Code: 5th Ed. Telephone 3100 and 3101, Bristol. Advt. page xxvii.

**Huxham & Brown's.** All classes of machinery for Tanners, Curriers and Light Leather Manufacturers, Exeter. Telegrams: "Huxhams, Exeter." Telephone No. 105, Exeter. Advt. page xxiii.

## ENGINEERS (Marine, Electrical and General).

**J. Jefferies & Sons, Ltd.,** Dry Dock Owners, Ship Repairers, Iron and Brass Founders. Electric and Oxy-Acetylene Welding. Graving Dock Works, Royal Edward Dock, Avonmouth. Wapping Dry Dock and Hotwells Foundry, Bristol. Telegrams: "Drydocking, Avonmouth." "Drydocking, Bristol." Telephone Nos. 21 and 22 Avonmouth. 97 and 2347 Bristol. Advt. page vi.

## ENGINEERS AND FOUNDERS.

**Brecknell, Munro & Rogers, Ltd.,** Manufacturers of Current Collectors and Overhead Fittings for Docks, Sidings, Tramways and Electric Railways. Thrissell Street, Bristol. Telegrams: "Brecknell, Bristol." Code: 5th Ed. Telephone Nos. 5448, Bristol. Advt. page xxv.

## FISH, GAME AND POULTRY MERCHANTS.

**Bigwoods Ltd.,** Fish, Game, Poultry and Ice Merchants, Salmon Factors, 59 Baldwin Street, Bristol, also Woolster Street, Plymouth, and Quay, Brixham. Telegrams: "Bigwoods, Bristol." Telephones: Bristol, 2741; Plymouth, 1185; Brixham, 2.

## FLAX & HEMP SPINNERS.

**Stephene Broe. & Martin,** Hemp and Flax Line and Tow Spinners, Weavers' Merchants and Manufacturers, St. Philip's Hemp and Flax Mills, Bristol. Telegrams: "Stephens, Bristol." Code: 5th Ed. Telephone No. 1111, Bristol. Advt. page xviii.

## FRUIT MERCHANTS.

**W. H. Eylee & Co.,** Dried, Green and Canned Fruit Merchants and Importers, Crow Lane, Bristol. Telegrams: "Banana, Bristol." Telephone Nos. 3560 and 3561.

## FRUIT, SYRUP AND CORDIAL MANUFACTURERS.

**H. W. Carter & Co.** (Branch of Bristol Industries, Ltd.), Concentrated Fruit Syrup and Cordial Manufacturers, Table Waters, all Flavours and Soluble Essences for Mineral Water Makers. Established 1831, The Old Refinery, Bristol. Telegrams and Cables: "Carter, Bristol." Codes: 4th and 5th Ed. and L. Telephone No. 733, Bristol. Advt. page xxvii.

## FURNITURE.

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**F. Braby & Co., Ltd.,** Makers of the "Coronation" Corrugated Skylight, also "Eclipse" Brand Aluminium Culinary Ware, Ashton Gate Works, Marsh Road, Bristol. Telegrams: "Braby, Bristol." Codes: 5th and 6th Ed., B., M.I. Telephone No. 946 Bristol (P.B.E.) Advt. page xv.

## IRON OXIDE.

**The Winford Iron Ore & Redding Co., Ltd.,** Mine Owners and Producers of Bright Red, Brown and Yellow Iron Oxide, Chew Magna, near Bristol. Telegrams: "Winford, Chew Magna." Code: 5th Ed. Telephone: Chew Magna 3.

## LEATHER MERCHANTS.

**Lindrea & Co., Ltd.,** Exporters of Sole and Upper Leather, Boots and Shoes, Shoe Mercery and Grindery, etc., Bristol." Telegrams: "Lindrea, Bristol." Code: 5th and 6th Eds. and Widebrook. Telephone Nos. 3114 and 394, Bristol. Advt. back cover.

## LEATHERBOARD BOXES.

**Somerset & Dorset Paper Co., Ltd.,** Makers of Leatherboard Boxes for packing everything, Boxall Works, Yeovil. Telegrams: "Boxes, Yeovil." Telephone 100 Yeovil. Advt. page i.

## LIGHTERAGE CONTRACTORS.

**T. R. Brown & Sons,** Owners of Steam Tugs, Lighters, Barges and Tank Craft, Salvage Contractors, Stevedores. Bristol Office: 4 The Grove, Queen Square. Telephone No. 2595 (after office hours 4272, 4199). Avonmouth office: Old Dock Lock, Avonmouth Dock. Telephone No. 102. Advt. page xxvi.

## LOCOMOTIVES.

**Avonside Engine Co., Ltd.,** Bristol. Locomotives any design and gauge. Telegrams: "Loco, Bristol." Code: 5th Ed. Telephone No 30, Fishponds. Advt. page xxiv.

**Peckett & Sons, Ltd.,** Speciality: Tank Locomotives, standardized and built with all the latest improvements. Atlas Locomotive Works, Bristol. Telegrams: "Peckett, Bristol." Advt. page 4 of cover.

## MANUFACTURERS' AGENTS

**Albert E. Allen & Co.,** Cotton and Woollen Goods for Wholesale only, 33 Broad Street, Bristol. Telephone No. 481, Bristol. Midlands Office, 34 Newspaper House, Corporation Street, Birmingham. Telephone No. Central 7332. Birmingham.

**J. Chester Langdon,** Agent for Manufacturers of Cotton and Woollen Piece Goods for the Wholesale and Clothing Trades, 61 Broad Street, Bristol. Telephone 190. Telegraphic Address: "Textrine."

**Naish & Son,** Haberdashery Specialists, 1 Kenilworth Road, Bristol. Members of the Manufacturers' Association of Great Britain and Ireland. Enquiries (home and abroad) solicited. All goods ex Mills.

## MARBLE MERCHANTS AND MANUFACTURERS.

**Bristol Marble and Granite Co., Ltd.,** Marble, Granite and Slate Merchants and Manufacturers, Cumberland Road, Bristol. Telegrams: "Sicilian, Bristol. Code: A.B.C. Telephone No. 47, Bristol. Advt. page ii.

## MOTOR ENGINEERS.

**Harris & Hasell Ltd.,** West of England Distributors of Motor Cars, Commercial Motors, Tyres, etc., 141 Victoria Street, Bristol. Telegrams: "Ribbed, Bristol." Code: 5th Ed. Telephone No. 5454.

## OIL IMPORTERS.

**Francis F. Fox & Co.,** Oils, Colours, Chemicals and Drysalteries. Proprietors of "Motrate" Motor Oils and Greases, Little George Street, Bristol. Telegrams: "Fox, Bristol." Telephone No. 19, Bristol. Advt. page vi.

## PAINT, VARNISH, &c., MANUFACTURERS

**Colthurst & Harding, Ltd.,** Paints, Colours, Varnishes, Oil Boilers and Refiners. Tar and Rosin Distillers, Temple Gate, Bristol. Telegrams: "Phœnix, Bristol." Telephone No. 3931 (4 lines) Bristol.

**John Hall & Sons (Bristol and London) Ltd.,** Manufacturers of Paints, Enamels and Varnishes, Overmantels, Leaded Lights and Mirrors, Broadmead, Bristol. Telegrams: "Hall, Bristol." Code: M.I. Telephone Nos. 256 and 257, Bristol. London: Pancras Road, N.W. Telegrams: "John Hall." Telephone No. 3456/7, Museum London. Advt. page xxiv.

**James Rudman, Ltd.,** Manufacturers of Paints, Varnishes and Colours, etc., for the Home and Export Trade, Cambrian Colour Works, Bristol. Telegrams: "Rudman, Bristol." Telephone No. 211 Bristol. Advt. page xii.

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## POULTRY, PIGEON AND DOG FOOD SPECIALISTS.

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## PRINTERS & PUBLISHERS.

**Arrowsmith's,** General, Commercial and Colour Printers, Catalogues, Show-cards and Fine Art Work, Quay Street and Small Street, Bristol. Telegrams: "Arrowsmith, Bristol." Telephone No. 98, Bristol. Advt. page viii.

## PROVISION MERCHANTS.

**H. H. & S. Budgett & Co., Ltd.,** Wholesale Grocers, Produce Importers and Merchants, Nelson Street, Bristol. Telegrams: "Budgett, Bristol." Codes: 4th and 5th Eds. Telephone No. 1860 (5 lines). Advt. page ii.

**Spear Bros. & Clark, Ltd.,** General Provision and Produce Merchants and Importers, English Cheese Factors, Wiltshire Bacon and Ham Curers and Sausage Manufacturers, 36 Victoria Street, Bristol, and 10 High Street, Bloomsbury, London, W.C.2. Telephone Nos. 2988 and 4740 Bristol; 1092 City, London; 1313 Bath; 2840 Birmingham. Advt. page ix.

**J. B. Williams & Co.,** Provision Importers and Wholesale Grocers, Quay, Gloucester. Telegrams: "Williams, Quay, Gloucester." Code: 5th Ed. Telephone No. 184, Gloucester.

## QUARRY OWNERS.

**Bath & Portland Stone Firms, Ltd.,** Portland Stone and Bath Stone Quarry Owners, Abbey Yard, Bath. Telegrams: "Oolite, Bath." Telephone No. 205, Bath. Advt. page xxviii.

**Elm Park and Corsham Down Bath Stone Co., Ltd.,** Bath Stone Quarry Owners and Exporters of Bath Stone to America, Manvers Street, Bath. Telegrams: "Quarries, Bath." Code: B. Telephone No. 919, Bath. Advt. page ii.

**Walton, Gooddy & Cripps, Ltd.,** Marble Quarry Owners, Merchants, and Workers in Marble. Proprietors of the Celebrated W.W.N., W., L.M., G.M., D.M. Brands of Sicilian, and Shippers of English Vein, Statuary & Blanc P., and all Italian Coloured Marbles. Quarries, Saw Mills & Works, Carrara, Sagra, etc., Italy. Telegrams: "Walton, Carrara." London—Eagle Wharf Road, N.1. Telegrams: "Gooddy, London." Bristol—Canons' Marsh. Telegrams: "Cripps, Bristol." Liverpool—Parliament Street. Telegrams: "Gooddy Cripps, Liverpool." And at Glasgow, Hull, Plymouth, Birmingham, Dublin. New York—Taber & Co., 801 Vernon Avenue, Long Island City.

## RAILWAY.

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## REFINERS OF EDIBLE FATS.

**Globe Refining Co., Ltd.,** Manufacturers of Lard Compounds, Shortenings, and Refined Beef Suet, St. Jude's, Bristol. Telegrams: "Refiners, Bristol." Code: 5th Ed. Telephone No. 2966, Bristol. Advt. page vii.

## SAND AND GRAVEL.

**Bristol Sand and Gravel Co.,** Sand Suction Dredger Owners, Cement Merchants, Ballast Contractors, 129 Redcliff Street, Bristol. Telegrams: "Pebble, Bristol." Telephone No. 2133, Bristol.

## SHIPPING AGENTS.

**R. & J. H. Rea, Ltd.,** Towage, Lighterage, Stevedoring Bunkers (Coal and Oil), Contractors to the Admiralty, 28 Baldwin Street, Bristol. Telegrams: "Igneus, Bristol." Codes: 5th Ed., Scott's (10th Ed.) Telephone Nos. 4435 and 4436, Bristol. Advt. page ix.

## SHIP REPAIRERS AND SHIP BUILDERS.

**Charles Hill & Sons, Ltd.,** Dry Dock Proprietors, Iron and Wood Shipbuilders and Repairers, Graving Dock 540 feet (entrance from Floating Harbour), Quay Berth 600 feet, Four 325-feet Building Slips, Albion Dockyard, Cumberland Road, Bristol. Telegrams: "Hills, Bristol." Telephones 3948 (3 lines) Bristol. Advt. page viii.

**G. K. Stothert & Co., Ltd.,** Dry Dock Owners and General Ship Repairers, Coppersmiths. Foundry, etc. Hotwells, Bristol. Telegrams: "Stothert Bristol." Telephone Nos. 3005, 3006, 3007.

## SHOP FRONTS AND FITTINGS.

**George Parnall & Co.,** Designers and Constructors of Shop Fronts, Fittings and Show Cases for all Trades. Coliseum Works, Park Row, Bristol. Telegrams: "Fittings, Bristol." Telephone No. 4773 (2 lines). Advt. page xii.

## STEAMSHIP BROKERS.

**Charles Hill & Sons,** Shipowners, Shipbrokers, Coal Exporters and Stevedores. Quotations given for Oil Fuel and Coal Bunkers, Cumberland Road, Bristol; Gloucester Road, Avonmouth; 23 Commercial Road, Gloucester; Docks, Sharpness. Telegrams: "Hills, Bristol." Telephone 3948 (3 lines) Bristol. Advt. page viii.

**Mark Whitwill & Son,** Chartering Agents, Bunker Coal and Oil Suppliers, Ships' Sales Brokers, Forwarding Agents, Grove Avenue, Bristol. Telegrams: "Whitwill, Bristol." Codes: 5th Ed., Scott's (10th Ed.) Watkins A.1. Telephone No. 5610, Bristol. Advt. page viii.

**Whitwill, Cole & Co., Ltd.,** Steamship Brokers and Coal and Coke Exporters, 28 Baldwin Street. Bristol. Telegrams: "Zeal, Bristol." Telephone No. 1137, Bristol. Advt. page iv.

## STEAMSHIP OWNERS.

**Bethell, Gwyn & Co.,** Steamship Owners, Ship Insurance and Passage Brokers, Freight Contractors and Forwarding Agents, Bunker Coals supplied. 11 Baldwin Street, Bristol. Telegrams: "Austral, Bristol." Telephone Nos. 428 and 429, Bristol. Advt. page i.

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## STEAMSHIP OWNERS—*contd.*

**Coast Lines, Ltd.,** Bristol, Liverpool, London, Cork, South Coast of England, East Coast of England and Scotland Ports, Phœnix House, 51 Queen Square, Bristol. Telegrams: "Coastwise, Bristol." Telephone No. 1942 (4 lines) Bristol. Advt. page vii.

## STEVEDORES AND TUG OWNERS.

**C J. King & Sons, Ltd.,** Stevedores, Contractors and Steam Tug Owners, The Grove, Bristol. Telegrams: "Stevedore, Bristol." Telephone No. 1015 (Office); 1222 (Tugs), Bristol. Advt. page 2 of cover.

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**Parker Bros., Ltd.,** Sole Leather from English and South American Hides, Pinned Shoulders, and Belly Grains, Whitehouse Street Tannery, Bristol. Telegrams: "Hides, Bristol." Telephone Nos. 4080 and 4031, Bristol. Advt. page xvi.

**Tremlett's Tannery Co., Ltd.,** Commercial Road and Westgate Tanneries, Exeter. High Grade Sole and Insole Leather, Welting and Insole Shoulders and Bellies. Telegrams: "Tannery, Exeter." Codes: A.B.C., 5th Ed. and Bentley's. Telephone 236, Exeter. Advt. page xiv.

## TAR AND ROSIN DISTILLERS.

**Wm. Butler & Co. (Bristol) Ltd.,** Tar, Rosin and Petroleum Distillers, Oil and Grease Manufacturers, Turpentine, Rosin Importers, St. Philip's, Bristol. Telegrams: "Butler, Bristol." Code: 4th and 5th Eds. Telephone No. 4681, Bristol (P.B.E.) Advt. page v.

## TIMBER IMPORTERS.

**May & Hassell, Ltd.,** import to all principal Ports in the U.K., Contractors to the Admiralty, War Office, etc. Registered Offices, Bristol. Branches at London, West Hartlepool, Poole and Manchester. Telegrams: "Whitewood, Bristol" Telephone No. Bristol 5060 (2 lines) Private Branch Exchange. Advt. page 4 of cover.

**Wickham & Norris, Ltd.,** Timber Merchants and Importers, Wapping Dock, Bristol. Telegrams: "Wickham, Bristol." Code: 5th Ed. Telephone No. 3644 (2 lines), Bristol. Advt. page vi.

## TOBACCO AND CIGARETTE MANUFACTURERS.

**W. D. & H. O. Wills,** Branch of The Imperial Tobacco Company (of Great Britain and Ireland), Limited, Bristol. Telegrams: "Wills, Bristol." Telephone No. 5700, Bristol. Advt. page 3 of cover.

## VINEGAR BREWERS.

**Purnell & Panter, Ltd.,** Malt Vinegar Brewers, Sauce and Pickle Manufacturers, Makers of Pure Food Specialities. Registered Offices and Works, Bristol. Telegrams: "Vinegar, Bristol." Telephone Nos. 234 and 235, Bristol. Advt. page iii.

## WINE AND SPIRIT MERCHANTS.

**John Harvey & Sons, Ltd.,** Founded 1796, Importers and Exporters of Foreign Wines, Spirits and Liqueurs, Bristol. Telegrams: "Harvey, Bristol." Codes: A B C and Unicode. Telephone No. 315, Bristol. Branches at Portsmouth and Kidderminster. Advt. page xx.

## WOOL COMBERS AND MERCHANTS.

**John Vicary & Sons, Ltd.,** Wool Combers; Top Makers, Fellmongers, Wool Merchants, Wool Scourers, Tanners. Bradley Mills, Newton Abbot, Devon. Telegrams: "Vicarys, Newton Abbot." Codes: 5th Ed., B., Widebrook. Telephone No. 100 Newton Abbot. Advt. page iv.

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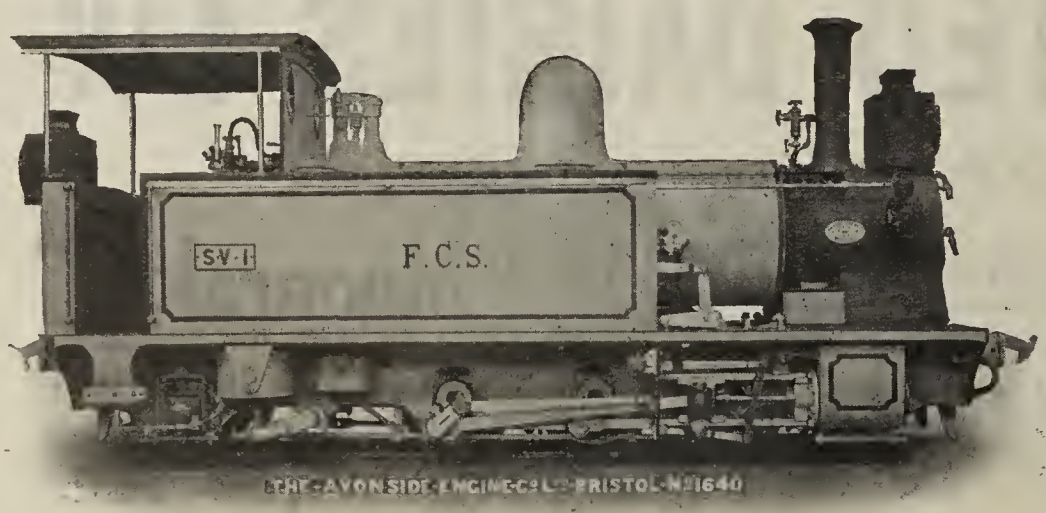
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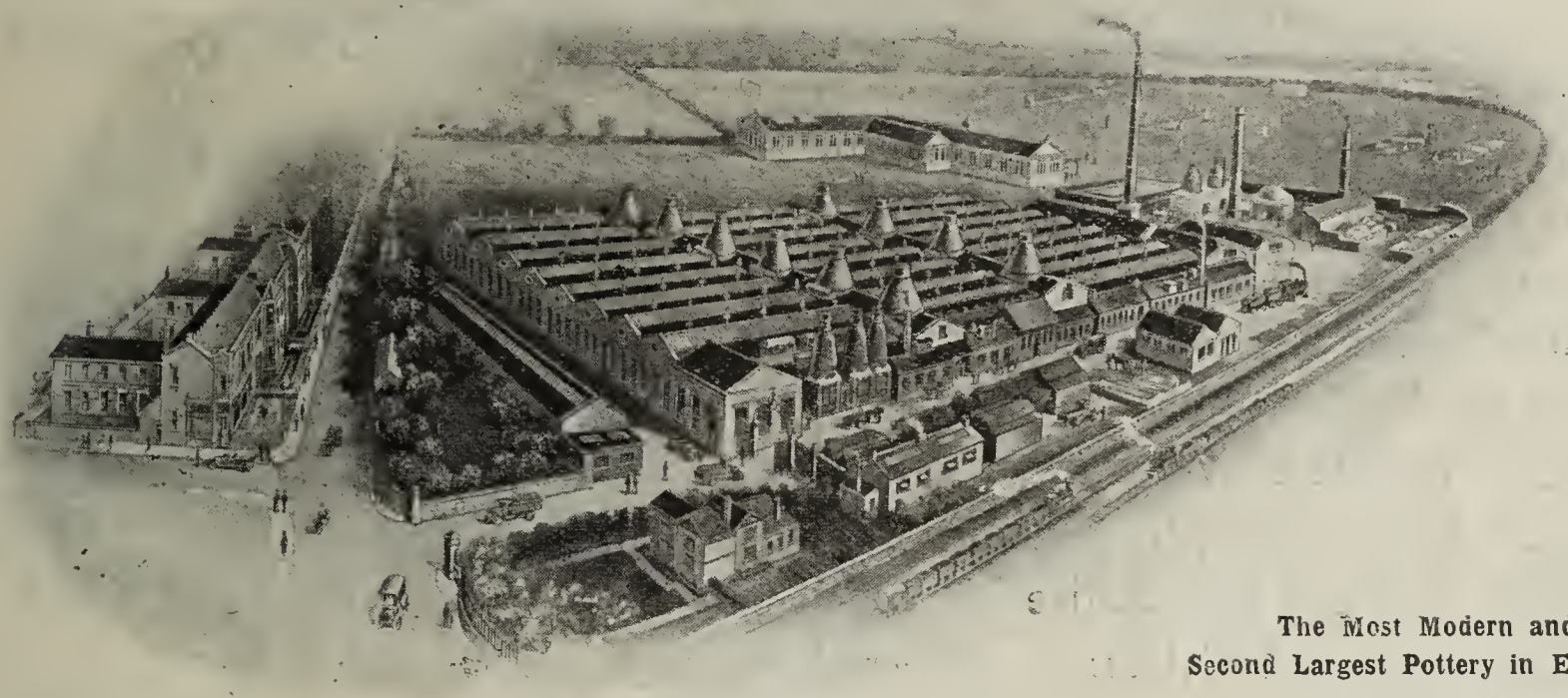
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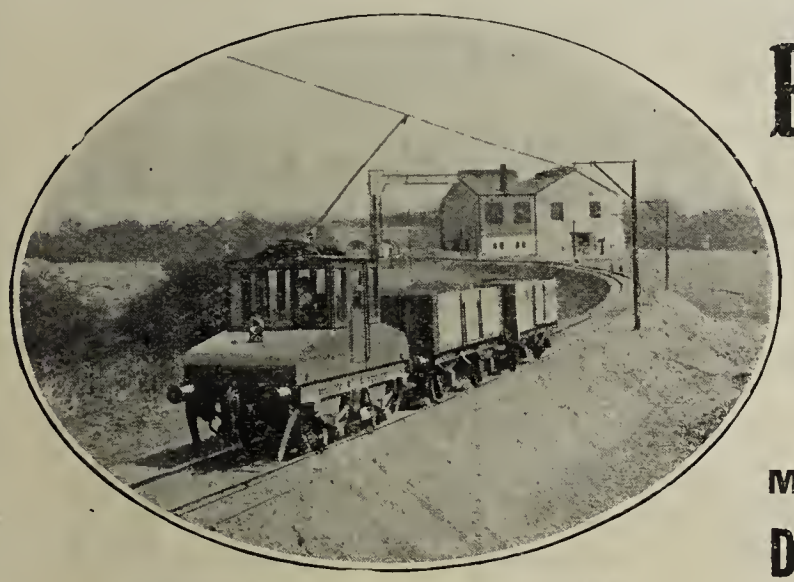
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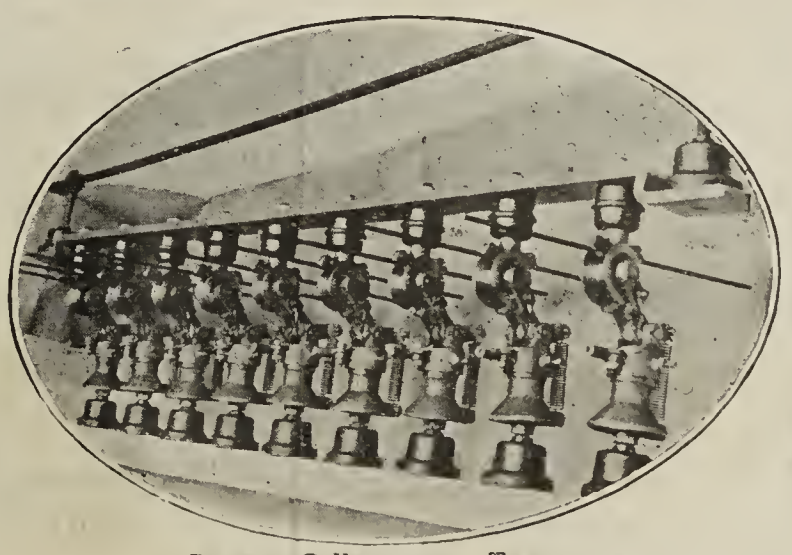
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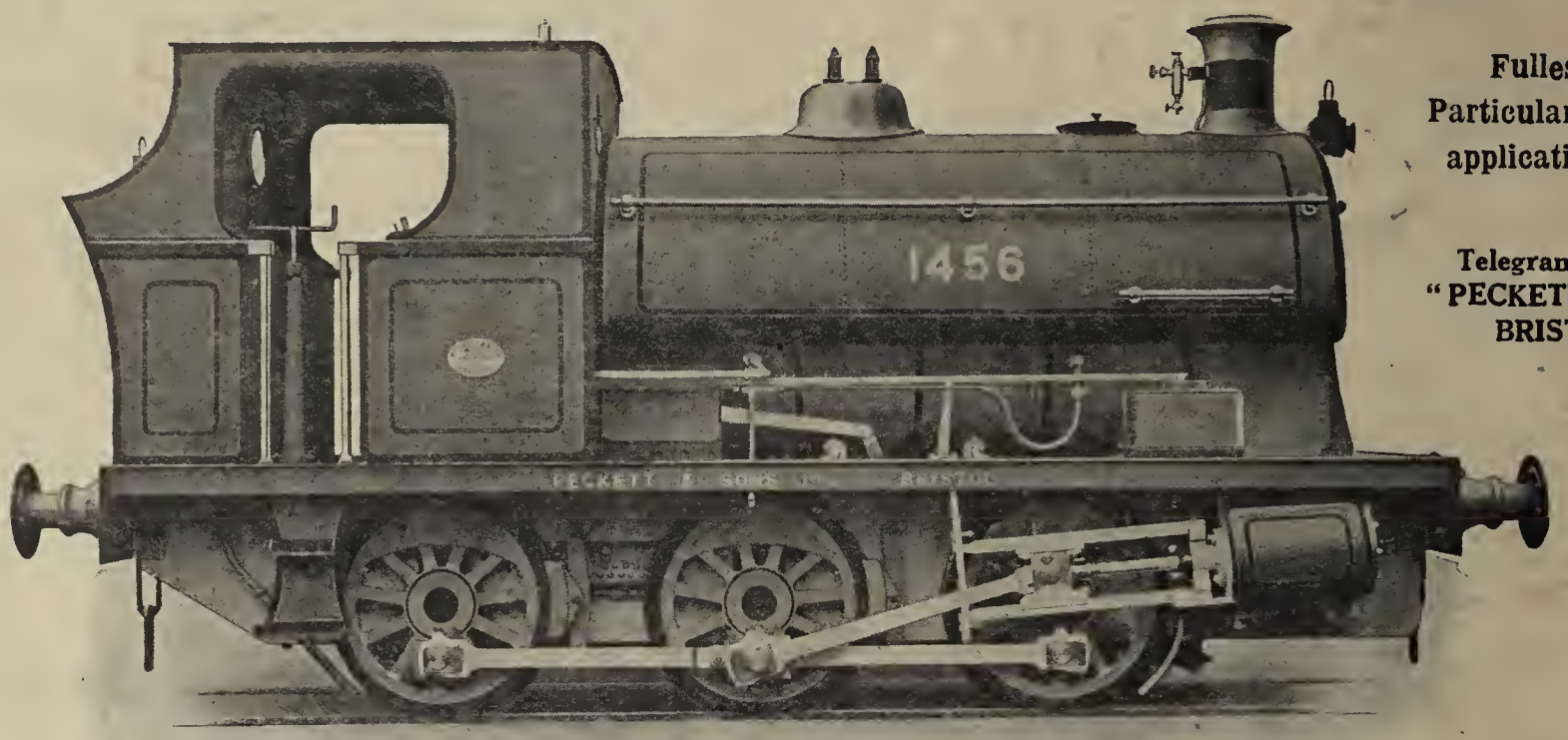
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